The Bombay Gazette.

No. 6,853.—New Series. BOMBAY:—TUESDAY, JANUARY 24, 1871. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town ..... Rs. 52 0
" including postage ..... " 72 0
For half year in advance, delivered in Town ..... " 28 0
" including postage ..... " 36 0
For three months' advance, delivered in Town ... " 18 0
" including postage ..... " 21 0
For one month, delivered in Town ..... " 6 0
" including postage ..... " 7 12
Single Copy for Cash ..... " 0 4
Back Numbers ..... " 0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under
First insertion ..... Rs. 5 0
Second Ditto ..... " 2 8
Third Ditto ..... " 2 8
Fourth and succeeding insertions ..... " 0 2½ As.
per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
Second Ditto ..... 4½ " "
Third and succeeding ..... 2½ " "
In the Native Languages, double the above.
Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

OVERLAND ROUTE.

On Saturday, the 28th January, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. BARODA, (1,873 tons, and 400 H. P.), Captain W. B. Hall, WILL LEAVE FOR SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

BRINDISI ROUTE.

The Company's Steamers now run to and from Brindisi instead of Marseilles.

REDUCED PARCEL RATES.

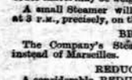
A considerable REDUCTION has been made in the TARIFF of CHARGES for SMALL PARCELS to ENGLAND, &c., particulars of which can be learnt on application at this Office.

Parcels will in future be received up to noon on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay,
21st January 1871.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE P. and O. Co.'s S. S. EMEU, (1,838 tons, and 300 H.P.), Captain C. G. Francis, will be despatched for the above Ports on THURSDAY, the 2nd February, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 31st instant.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay,
19th January 1871.

FOR LIVERPOOL via SUEZ CANAL.

(To leave about 28th instant.)

THE new A 1 Screw Steamship COLLINGWOOD, 732 nett registered tons, 120 nominal horse power, 400 effective, Robert Hutchings, Commander, has excellent accommodation for 30 first-class Passengers, and will be despatched hence as above.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 13th January 1871.

FOR LIVERPOOL.

VIA SUEZ CANAL.

(To sail about 20th instant.)

THE new A1 screw steamer MILBANKE, 843 nett registered tons, 200 Horse Power, John H. Smith, Commander.

This Vessel has good accommodation for first class Passengers, and will be despatched hence as above.

For rates of Freight and Passage apply to

W. NICOL & Co., Agents.

Bombay, 3rd January 1871.

FOR LIVERPOOL via SUEZ CANAL.

(To be despatched hence about 15th proximo.)

THE A 1 Screw Steam Ship ORLANDO, 1,437 gross registered tons, 400 nominal Horse Power, 1,200 effective, now on the way to his Port with a full complement of Passengers, having left London on 21st ultimo.

This fine steamer, which was launched in the beginning of last year, has lately been engaged in conveyance of the Royal Mails from Hull to Sweden under a Contract speed of twelve knots an hour, and which it is intended will be maintained on the present voyage.

The first-class Cabins are amidships, and arranged so as to ensure the greatest freedom from the motion of the vessel and the best ventilation possible. There is accomodation, of a very superior description, for 42 first and 36 second class Passengers, a plan of which can be inspected at our office. The services of a Surgeon will be engaged.

RATES OF PASSAGE ARE:

1st Class to Suez £30
Ditto Liverpool £50
2nd Class Ditto £30

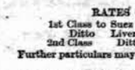
Further particulars may be learned on application.

W. NICOL & Co., Agents.

Bombay, 10th January 1871.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL).



MESSRS. R. RUBATTINO & Co.'s ITALIAN MAIL STEAMERS running between GENOA and BOMBAY, calling at LEGHORN, NAPLES, MESSINA, (occasionally ALEXANDRIA), PORT SAID, SUEZ, ADEN, and vice versa.

The next Steamer of the above Company, leaving THIS PORT, will be the newly English built s. s. INDIA, about 2,500 tons burden, Captain Dodero, with superior accommodation for 1st, 2nd, and 3rd Class Passengers. She is expected to arrive by the 8th or 9th of next month and will probably be ready to sail on or about the 15th of February.

More precise information regarding her departure will be given on her arrival.

PASSENGER RATES,

(Inclusive of all Transit Fees through the Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	39	25	9-10
Messina	45	32	12
Naples	47	33	13
Leghorn	50	34	14
Genoa	50	34	14
Marseilles with transhipment at Genoa	53	35	14-10

Including Wines. Without Food.

Children under 3 years, free of charge.

Children of above 10 years, half fare.

Passengers are allowed to break their voyage at any of the abovenamed Mediterranean Ports, and to resume it by any of the Company's Steamers to the port of destination marked on their Tickets.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the Passage Money.

For Hand-books of Information, Rates of Freight, and further particulars apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 20th January 1871.

NOTICE.—Consignees of GOODS per ship ROYAL VISITOR, from Mauritius, are requested to SEND BOATS to receive DELIVERY as they come to hand, otherwise they will be landed by the Captain without further intimation at the risk and expense of the consorned, without further notice.

OWEN AND O'KELL, Agents.

Bombay, 21st January 1871.

NOTICE.—Consignees of CARGO per Ship ULCOATS, arrived from Liverpool, are requested to SEND OFF BOATS to take delivery of their Goods, otherwise it will be landed by the Captain without further intimation at the risk and expense of the concerned.

NANABHOY & SORABJEE,
Agents for Captain.

BRITISH INDIA STEAM NAVIGATION COMPANY (Limited).

The following are the DATES of SAILING of this Company's Steamers:—

FROM CALCUTTA.

For CHITTAGONG and AKYAB, 6th and 20th January, and 3rd and 17th February, 1871.

For AKYAB, RANGOON and MOULMEIN, 13th and 27th January, and 10th and 24th February, 1871.

For RANGOON and MOULMEIN, 6th, and 20th January, and 3rd and 17th February 1871.

For STRAITS, calling at Rangoon and Moulmein, 6th January and 3rd February 1871.

For PORT BLAIR and CAMORTA, 20th January, and 3rd March 1871.

For BOMBAY, calling at Gopaulpore, Bimlipatam, Vizagapatam, Coconada, Madras, Negapatam, Galle, Columbo, Tuticorin, Cochin, or Narakel, (and, weather permitting, Beypore, Calicut, Cannanore and Mangalore,) and Carwar, 10th and 24th January, and 7th and 21st February, 1871.

FROM BOMBAY.

For CALCUTTA, calling at the same ports as the Steamers from Calcutta for Bombay, 3rd, 17th and 31st January, and 14th and 28th February, 1871.

For KURRACHEE, 2nd, 9th, 16th, 23rd and 30th January, and 6th, 13th, 20th and 27th February 1871.

For PERSIAN GULF, calling at Kurrachee, Gwadur, Muscat, Bunder Abbas, Lingu, Bushire, Fao, and Bussorah, and carrying Passengers and Cargo for Bagdad, 9th and 23rd January, and 6th and 20th February, 1871.

FROM MADRAS.

For RANGOON, calling at Masulipatam, Coconada, Vizagapatam and Bimlipatam, 28th January, and 25th February 1871.

Managing Agents ..... Messrs. MACKINNON, MACKENZIE and Co., Calcutta.
Agents at Bombay ..... Messrs. WILLIAM NICOL and Co.
" Madras ..... Messrs. BINNY & Co.

SHIPPING.

OVERLAND FREIGHT ROUTE.

VIA SUEZ CANAL.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50; 2nd class £35 ..... } Exclusive of Wines.
To Suez—1st class £40; 2nd class £22 10s. ..... } Exclusive of Wines.
To Trieste (exclusive of Transit)—1st class £55; 2nd class £34. ..... } Exclusive of Wines.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; or to the undersigned in Bombay.

In accordance with the above, the Steam-ship NEERA, Tons 2,500, Captain Conuns, will be despatched to Liverpool on SATURDAY, 11th February 1871.

STEARNS, HOBART, & Co.

Bombay, 3rd January 1871.

BRINDISI ROUTE.

SUPPLEMENTARY MAIL LINE.

UNDER AUTHORITY FROM THE

ADRIATICO ORIENTALE COMPANY.

THE undersigned are prepared to issue THROUGH TICKETS from SUEZ to BRINDISI, ANCONA, VENICE, NAPLES, ROME, BOLOGNA, FLORENCE, TURIN, SUSA, VERONA, CAMERLATA, MILAN.

Steamers leave Alexandria on the arrival of the Mail from Bombay.

The passage from Alexandria to Brindisi occupies only three days, and the through journey to London about 140 hours, making a saving over other routes of about 48 hours.

On arrival of the weekly fast Steamer from Alexandria, carrying the Supplementary Indian Mail, an Express Train is run from Brindisi by the South Italian Railway en route for London, via Ancona, Bologna, Munich, Cologne, Ostend and Dover.

The saving in time and the shortness of the sea voyage recommend this route to passengers.

RATES OF FARE FROM SUEZ, INCLUDING TRANSIT THROUGH EGYPT.

1st Class.	2nd Class.	1st Class.	2nd Class.
To BRINDISI ... Rs. 140	Rs. 100	To ROME ... Rs. 153	Rs. 109-8
" VENICE ..... Rs. 158	Rs. 108	" MUNICH. Rs. 206	Rs. 153-0

For rates to other towns apply to

STEARNS, HOBART, & Co.,
Agents.

Bombay, 11th January 1871.

NOTICE.—Consignees per Ship NELSON, arrived from London, are requested to DESPATCH BOATS to TAKE DELIVERY of their respective Goods; otherwise they will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co.

Bombay, 21st January 1871.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear:—

REQUIREMENTS.

½ Dozen Silk and Wool Shirts.
½ ditto Under Vests.
2 ditto Linen Collars.
2 ditto Fine Cotton Socks.
1 ditto Fine Merino Socks.
1 ditto Fine Merino Drawers.
1 ditto Colored Handkerchiefs
1 ditto White Cambric.
1 Overland Suit.
2 Sleeping Suits.
2 Pairs of Kid Gloves.
6 Scarfs and Ties.
1 Rug with straps.
1 Maud.
1 Inverness Cape.
1 Hand Portmanteau.
2 Overland Trunks.
1 Clothes Bag.
1 Travelling Hat.
1 Courier Bag.
1 Easy Chair.
1 Umbrella.
1 Pair of Brushes.
Ladies' Overland Trunks.

Return Fares.—First Class Passengers outstanding from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, Marine Street, Bombay.

SALE OF TEAK PLANKS.

THIS DAY TUESDAY, the 24th instant, at 3 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, on the Tank Ground, near Messrs. Nicol & Co.'s Saw Mill, about 76 tons very superior Teak Planks, of various sizes, suitable for contractors and railway purposes. The above will be sold in small convenient lots to suit the requirements of purchasers.

SALE OF FIRST AND SECOND CLASS TEAK SQUARES, BOARDS AND SCANTLING.

TO-MORROW WEDNESDAY, the 25th inst., at 3 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction at the Darroohana or Mazagon Bunder—

200 Tons first and second-class Squares.
100 Do. of Boards and Scantling.

N.B.—The above will be sold in small convenient lots to suit the requirements of purchasers.

Bombay, 24th January 1870. CRAWFORD & Co.

BENNETT and COMPANY, No. 5, Forbes Street.

AUCTION SALE of Valuable and Handsome Household Furniture, best Plated, Glass and Porcelain ware, a first-class English Mahogany Grand Action Square Piano by Collard and Collard, a first-rate Sewing Machine by Wheeler and Wilson, Plants, &c., (if not previously disposed of by private contract), a handsome English-built light Mail Phaeton with a pair of handsome Iron Grey Arab Horses, and set of English plated mounted Carriage Harness, a hand-some English-built circular fore-fronted Miniature Brougham, by Thorn, &c., at Wilderness, Mazagon.

On THURSDAY, the 26th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence, at the abovementioned place, the valuable and handsome Household Furniture, Piano, &c., the property of Surgeon Major T. C. Trostrail, the same comprises rich Cut Glass ware, handsom Dinner, Breakfast and Dessert Services, best Plateware, such as a set of Dish Covers, containing 4, Hotwater Curry Dishes, Cruet and Pickle Frame, Ice Pitcher, Round Salvers, Table and Chamber Candlesticks, Cutlery &c. handsomely Carved Blackwood Furniture, such as Round Dining Table for 8 persons, Side Board, Screens, Dining-room Chairs, Circular, Pier, and Sofa Tables, Easy and Drawing Room Chairs, Conversation Couches Teapoys, Whatnots, a first-class English Mahogany Grand Action Square Piano by Collard and Collard, in first-rate tune, expressly made to order for Indian Climate, a first-rate Sewing Machine in capital order by Wheeler and Wilson, a Students' Microscope, Bed-room furniture, Camp Cots, Dressing and Washing Tables, Clothes and Gown Presses, Toilet and Cheval Glasses, Towel Horses, Dispense Cases, Cooking Utensils, a lot of fresh Oilmanstores by Crosse and Blackwell, a Grass Cutting Machine, a Grinding ditto, plants, &c.

AT 2 P.M.

A handsome English-built Mail Phaeton, with a pair of iron grey Arab Horses and Harness.

A Ditto Ditto Circular glass fronted Miniature Brougham by Thorn.

A first-rate Milch Cow and Calf.
Surat Goats in Milk, &c.

No Catalogues and the property is now on view.

AUCTION SALE OF SILK SARRIES.

On WEDNESDAY, the 25th instant, at 3 p.m., Messrs. BENNETT & Co. are instructed to sell by Public Auction at their rooms, on account of the Indentor Jairam Luckmidass, the following:—

J. L. 115 | 5 and 8 | 12, 10 cases, 50 pieces each, Red Silk Sarries, 45 inches 8 yards.
" | 6 | 7 and 13 | 13, 5 do. 45 inches 8½ yards.
5 Bales Grey T Cloth.
4 Cases Swiss Calcmade
1 ditto Fine Gauze
7 Bales Grey Doriahs

Bombay, 24th January 1871. BENNETT & Co.

NEW ADVERTISEMENTS.

NOTICE is hereby given, that the PARTNERSHIP subsisting between STEPHEN BURSTALL, me the undersigned CHARLES WATTS RUSSELL, and CHARLES EDWARD ASHBURNER, under the Firm of BURSTALL, RUSSELL & Co., has THIS DAY CEASED and DETERMINED. CHARLES WATTS RUSSELL.

Dated, 12th December 1870.

IN CHANCERY.

Re ASIATIC BANKING CORPORATION.

NOTICE is hereby given, that a SIXTH DIVIDEND, at the rate of 9d. in the £ Sterling, will be PAID on and after the 30th instant.

MANISTY AND FLETCHER,
Attorneys for the Official Liquidator.

19, Rampart Row, 23rd January 1871.

TRICHINOPOLY CHEROOTS.

	Cash. Rs. a.	Credit. Rs. a.
THOMPSON'S Muster, per thousand	18 0	20 0
DUMPY Muster "	17 0	19 0
DAWSON'S Muster "	14 0	16 0

Fresh supplies pronounced by Smokers to be of "very superior quality" on sale.

TREACHER and Co. (Limited).

FOR SALE, Italian Marble HEADSTONES, MONUMENTS, VASES, &c. Also a quantity of STATUARY MARBLE and MARBLE FLOORING TILES, assorted sizes,—the latter in both Black and White Colours.

5, Church Lane. RENNIE, SCOVELL, & Co.

WE beg to announce that we have commenced business here as MERCHANTS and GENERAL COMMISSION AGENTS with Branch Establishments in Liverpool and Manchester.

RITCHIE, POLLEXFEN & Co.

No. 22, Church Gate Street, Bombay, January 1871.

JOHN MOIR AND SON'S "SCOTTISH SAUCE."

This new Preparation will be found worthy of the attention of Connoisseurs.

To be had Wholesale at their Factory,
56, VIRGINIA STREET, ABERDEEN.
Farm and Garden:—Garthdee, near Aberdeen.

MANURE FOR THE COFFEE PLANT.

MESSRS. E. PURSER and COMPANY, AGRICULTURAL CHEMISTS, LONDON,

having for many years devoted attention to the composition of Coffee Manures, which have been most successfully employed on some of the largest Estates, beg to inform Planters that they have appointed the undernoted Agents for the sale of their preparations in India.

PURSER'S PATENT COFFEE MANURE

contains all the mineral constituents of the Coffee Plant in their most available form.

PURSER'S DISSOLVED BONES,

A manure which has been used for many years, and requires no recommendation. Bones in this prepared state produce much better results than when used in a broken condition, without further combination.

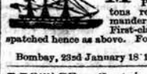
For further particulars apply to

Messrs. H. ANN & Co., Mangalore and Mercara,
Messrs. JAMES, ANDREW & Co., Calicut.

NEW ADVERTISEMENTS.

FOR LONDON.

(To sail about 10th proximo.)



MESSRS. GREEN'S favourite Passenger Ship MALABAR, 1,219 tons register, Charles Douglas, Commander, has excellent accommodation for First-class Passengers, and will be despatched hence as above. For Freight and Passage apply to

W. NICOL & Co., Agents.

Bombay, 23rd January 18'1.

NOTICE.—Captain DANIEL ROSS, of the Ship CORINGA, will not be RESPONSIBLE for any DEBTS contracted by his Crews while the ship is in this Port.

DANIEL ROSS.

NOTICE.—Consignees per S. S. ORLANDO are hereby informed of the arrival of the Vessel, and requested to take delivery at once of their respective goods.

W. NICOL & Co., Agents.

Bombay, 23rd January 1871.

NOTICE.—Consignees of GOODS per ship DUNLOE, from Mauritius, are requested to SEND BOATS to receive delivery as they come to hand, otherwise they will be landed by Captain Burns at the risk and expense of the concerned without further notice.

OWEN AND O'KELL, Agents.

Bombay, 23rd January 1871.

FOR SALE, at moderate prices, TROOPS' PROVISIONS, Salt and Preserved, of best quality.—Apply to SORABJEE PESTONJEE & Co.

Rampart Row, 24th January 1871.

NOTICES.

NOTICE.—In continuation of our FORMER NOTICE we now beg to inform our Constituents that we have THIS DAY ADVANCED our QUOTATIONS for CHAMPAGNE as per Advertisement in another column.

PAYNE & Co.

Elphinstone Circle, Bombay, 23rd January 1871.

NOTICE.—SEALED TENDERS will be received by the Executive Engineer, Poona, up to the 1st February, 1871, for 7,000 cubic feet of 1st class TEAK TIMBER in squared logs. The timber is to be delivered at the Executive Engineer's Workshops in Poona during the month of February 1871.

G. J. MELLIS, Major,
Executive Engineer, Poona and Kirkee.

Executive Engineer's Office, Poona, 12th January 1871.

NOTICE is hereby given, that the POWER of ATTORNEY heretofore HELD by Mr. C. GRIFFITHS of Bombay from Mr. G. TRIANDAFILLIDI, lately trading at Bombay and Manchester under the Firm of G. TRIANDAFILLIDI, has been CANCELLED, and that all persons indebted to the said Firm, or having Goods or Assets in their possession for or on account of the said Firm, are hereby required to pay or account for the same to the undersigned, as the duly authorised Attornies of the Receiver appointed in England to wind up the affairs of the said Firm.

WALLACE & Co.,
Attornies of the Receiver.

Bombay 16th January 1871.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

CONTRACT FOR LANDING AND DELIVERING STORES AND MATERIALS.

TENDERS for LANDING and DELIVERING the CONSIGNMENTS of the COMPANY from SHIPS in BOMBAY HARBOUR for a period of ONE YEAR, dating from the 19th April next, will be received by the undersigned up to the 20th February.

All Tenders should be sealed and properly endorsed on the Envelope.

The Company will not be bound to accept the lowest or any Tender.

FRANCIS MATHEW.
Chief Resident Engineer and Acting Agent.

ALEXANDRA HOTEL, MATHERAN.—Mr. J. C. PINTO, the Proprietor, begs to inform the Ladies and Gentlemen of the Bombay Presidency, that the above Hotel, which is so well known for its excellent accommodation, is OPEN for the RECEPTION of VISITORS. There are three separate Bungalows attached to the Hotel, which are very commodious for Ladies and Gentlemen. Superior Articles are always supplied at moderate rates, and great care is taken for the comfort of the Visitors. He has some Houses to Let, and undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

ICES! ICES!! ICES!!!

JEWANJEE'S EXCHANGE.

Messrs. JEEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass.

JEWANJEE'S EXCHANGE.

(By JEWANJEE & Co., Proprietors Byculla Hotel).

Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow Street and Hummum Street are open daily, and that Hot-chops, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.

The Billiard Room and ordinary Tiffin Room are on the ground floor, and it is stated that there are half a dozen nicely fitted up private rooms for tiffins.

A First class selection of WINES, SPIRITS, and BEER, &c.

JEWANJEE & Co.

THE CHOWK HOTEL, MATHERAN.

JEEWANJEE & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal patronage extended to the Hotel in former seasons, beg to intimate that they have now RE-OPENED the Hotel.

The Chowk Hotel is the highest bungalow on Matheran Hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very extensive and pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

Terms as before, Rs. 6 per day.

JEEWANJEE & Co.

BYCULLA REFRESHMENT ROOMS.

JEWANJEE AND COMPANY, Proprietors of the Byculla Hotel, beg to intimate that they have now OPENED a REFRESHMENT ESTABLISHMENT in connection with their Billiard Room, adjoining the Byculla Hotel, where Steaks, Chops, and other Refreshments can be had at any hour at reasonable prices. Care will be taken to serve only first class meats, and excellent arrangements have been made for cooking at a moment's notice, by means of a patent stove, just received from Europe, any dish in the bill of fare.

Private Rooms have been expressly built for the accommodation of Visitors, in connection with the Billiard Room, which has been refitted, and in which there are now four first-class Billiard Tables, brilliantly lighted with Gas.

Wines and Spirits and American Drinks of every description can be had at the bar of the Billiard Rooms.

BYCULLA (late BOMBAY) HOTEL,

(BY JEWANJEE & Co.,)

AT THE

JUNCTION OF BELLASIS AND CLARE ROADS, BYCULLA.

(Within 5 minutes walk of Byculla and Tardeo Railway Stations.)

BYCULLA HOTEL is acknowledged to to be in every respect the best in Bombay. Having been built expressly for an hotel, the building possesses advantages over bungalow hotels, and has been fitted up in such a manner as to ensure the greatest comfort to Residents and Visitors. Ample accommodation has been provided for Families. All the Apartments are lofty, and well furnished, and an excellent Table is kept. Care is also taken that the Wines and other Liquors are of the first quality. Adjoining the Inn is a Dining Saloon are a Library and two good Billiard Tables. Hot and Cold Baths always ready.

JEWANJEE & Co.

ENGLISH HOTEL,

BRITISH HOTEL LANE,

APOLLO STREET.

THIS Hotel is fitted up and furnished in the most complete manner; no expense has been spared to render it the most commodious and comfortable Establishment both for Gentlemen and Families to be found in Bombay.

The Sleeping Apartments and Sitting Rooms are replete with every convenience, and the strictest regard is paid to cleanliness throughout the premises. The Table will be found to be abundantly supplied with viands of unrivalled excellence, and the Culinary Department is under the immediate supervision of the Proprietress.

The Wines, Liquors, and Beer are of the very best description, supplied from the most celebrated houses in the London and Continental Markets. The Proprietor confidently recommends this Establishment to the patronage of Travellers and Residents, all of whom may be accommodated with the comforts of a home at moderate charges.

The Hotel is pleasantly situated, and within five minutes of the Railway Station and the Apollo Bunder.

PESTONJEE BAPOOJEE, Proprietor.

GREAT EASTERN HOTEL.

WINE & GENERAL PURVEYING COMPANY (Ld).

ALLAHABAD BRANCH.

HOTEL DEPARTMENT ONLY.

ALLAHABAD having now become an important city, to meet its growing requirements, the Company has, at considerable expense, enlarged and improved their Hotel by the addition of an upper storey. From its central position, and close proximity to the Railway Station, the Hotel offers to Travellers, wishing to break their journey, a comfortable and quiet resting-place, with Refreshments of the very best.

The Hotel is on the Queen's Road, Allahabad, and within an easy walk of five minutes from the Terminus. It is fitted up and furnished in the most complete manner, and suited both for Families and Single Gentlemen; but the upper rooms are more especially suited for Families, as they can be occupied one, two, or three, en suite, with capital Bath Rooms attached. These Rooms are also, without exception, the coolest and most comfortable in the station.

The Wines, Spirits, and Beer are selected from the Company's stock in Calcutta, and fresh supplies are sent monthly, thus ensuring to visitors the best and most unexceptionable articles of the kind to be procured in the North-Western Provinces.

A first-class suite Billiard Table is provided for the use of the Residents, and for the amusement during the short interval of Gentlemen passing through. The room is detached, and at some distance from the main building.

Terms—STRICTLY CASH.

CAUTION.

STEEDMAN'S SOOTHING POWDERS,

for Children cutting their Teeth. Purchasers are requested to BEWARE OF IMITATIONS

of this Medicine, and to observe, in every case, that the words "JOHN STEEDMAN, CHEMIST, WALWORTH, SURREY," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists in Bombay, in Packets.

NOTICES.

NOTICE is hereby given, that the privilege of taking the FRUIT of the MANGOE, APPLE, and SHEGUT TREES on the GOVERNMENT LAND at Malabar Hill for the period of ONE YEAR will be SOLD by PUBLIC AUCTION at the Collector's Office on 2nd February 1871 at 3 P.M.

F. F. ARBUTHNOT, Collector.

Bombay, Collector's Office, 18th January 871.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.—NOTICE—From 1st January 1871, INTEREST on CURRENT ACCOUNTS, at the rate of 3 per cent. per annum, will be allowed only on the MINIMUM MONTHLY BALANCES, but no interest will be allowed on Balances of less than Rs. 1,000.

By order of the Directors,
ROBT. CAMPBELL, Agent.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that an AD-INTERIM DIVIDEND for the half year ending 31st December 187, at the rate of five per cent. per annum, will be PAYABLE on application on and after the 24th instant.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 18th January 1871.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the TRANSFER BOOKS of the Bank will be CLOSED from FRIDAY the 20th to TUESDAY the 24th instant, both days inclusive.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 18th January 1871.

TO the JUSTICES of the PEACE for the CITY of BOMBAY.—I hereby give NOTICE, that a QUARTERLY MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be HELD in the TOWN HALL, on WEDNESDAY the 25th day of January 1871 at 3 o'clock in the afternoon precisely, to consider—

1. Letter from the Clerk of the Peace intimating that the Controller of Municipal Accounts had furnished the Accounts of the preceding Quarter and that they are on the table.

2. The nomination of the Standing and Finance Committees of the Bench for 1871.

3. The nomination of Visiting Justices for the Bombay Jails for the year 1871.

4. The Municipal Commissioner to ask the Bench to nominate a Select Committee of Hindoo Justices to consider how the funds recently voted by the Bench shall be expended, and generally to superintend the Burning and Burial grounds of the Hindoo community.

5. The Municipal Commissioner to lay before the Meeting a Communication from Messrs. Stearns, Hobart and Co., and another from Messrs Lawrence and Co., on the subject of laying Street Railways in Bombay.

LESLIE CRAWFORD,
Acting Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 16th January 1871.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of the Indian Companies Act 1866, and of the GEORGE III. JUTE and WOOL SPINNING and WEAVING COMPANY, Limited.

NUSSERWANJEE ARDASEER WADIA, Liquidator.

UPON reading the Affidavit of NUSSERWANJEE ARDASEER WADIA, Liquidator of the above Company, sworn on the Fourteenth Day of January, instant, and upon hearing Mr. CRAWFORD, of the Firm of Messrs. Leathes and Crawford, Attorneys for the said Nusserwanjee Ardaseer Wadia, I do order that all parties interested in the liquidation of the above Company do attend at my Chambers, at the High Court, on SATURDAY, the 28th day of January, instant, at a quarter to 11, on the hearing of the Application on behalf of the said Liquidator that the matters referred to in the Affidavit of the said Nusserwanjee Ardaseer Wadia should be considered, and such Order made therein as to this Honourable Court seem fit.—Dated this 16th day of January 1871. L. H. BAYLEY.

N.B.—Contributories or Creditors of the above Company wishing to see the Affidavit of the Liquidator, referred to in the above Order, are requested to call at the Office of the undersigned, where a Copy of the same may be seen and any information obtained

LEATHES AND CRAWFORD,
Attornies for the Liquidator.

BOMBAY RECLAMATION COMPANY, Limited, (in Liquidation).—A DISTRIBUTION of ASSETS of Rs. 75 per SHARE will be MADE to the Registered Shareholders on the production of Share Certificates on and after FRIDAY next the 4th instant.

J. G. SMITH,
For Self and Co-Liquidators.

Elphinstone Circle, 2nd November 1870.

THE ELPHINSTONE LANDING AND GLOBE EXPRESS COMPANY.—This COMPANY undertakes to RECEIVE and LAND CARGOES at any of the Government Bunders; in BOND if required to do so; or to DELIVER GOODS to CONSIGNEES, on orders from Agents or others, authorized to grant the same.

Goods will remain in the Company's charge until claimed by the Owners, or if required be handed over to the Custom House. When left with the Company beyond the time allowed by the regulations, the usual Government Fees will be charge. to the Owners.

It is intended to give preference, in the dry season, to ordinary cargo boats being better adapted than barges for the work, by this port; their draught admitting of their coming alongside piers, when larger boats cannot do so.

As a general rate is not suited to all descriptions of goods, the Company is prepared to enter into arrangements for particular cargoes; and will undertake to discharge vessels within specified periods.

The facilities offered by direct steam communication, via the Suez Canal, between England and Bomb y, and by rail from the latter place to Calcutta, in the N. W. Provinces, and to Madras, will be availed of to clear and forward goods to any station in the Mofussil, or to any port in the world. Mr. Purvis will attend to this portion of the business.

The Company guarantee that their operations shall be noted for quick despatch and moderate charges.

Orders to be addressed to

F. MOOLJEE & Co.,
Care of Messrs. Mooljee Thackersey & Co.,
Opposite the New Bank of Bombay.

Bombay, 19th January 1871.

ALBERT LIFE ASSURANCE COMPANY.

At a large MEETING of POLICYHOLDERS of the ALBERT LIFE ASSURANCE COMPANY and its ASSOCIATED OFFICES to-day, Mr. JAMES THOMSON in the Chair, the following RESOLUTIONS were adopted:—

1. "That the Policyholders approve and accept the scheme of reconstruction prepared by the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company, and now submitted to the Meeting, subject to such modifications as may be found expedient, and be sanctioned by the Court of Chancery."

2. "That this Meeting earnestly impress upon the Policyholders the importance of sending in their individual assents to the scheme of reconstruction, so as to strengthen the hands of the Committee in carrying the same into effect."

3. "That the Policyholders consider it desirable and agree to pay the premiums due on their respective Policies to an account to be opened at the Bank of England and the Agra Bank, Limited, in the names of Messrs. Thomson, Bell, and Major-General Cunningham, three of the Members of the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company; the premiums to be returned, in case the Scheme of Reconstruction should not be carried out, without deduction of any kind."—*Times*, 29th April 1870.

The AGRA BANK, Limited, is PREPARED to RECEIVE PREMIA on Policies in the above Company, in terms of the foregoing Resolutions.

EDWARD MORRISS,
Manager, Bombay Branch.

Bombay, 1st June 1870.

TENDERS will be received by the Superintendent of Marine at his Office up to 1 P.M. on SATURDAY the 28th instant, for the CONVEYANCE from BOMBAY to ENGLAND, viâ the CAPE of GOOD HOPE, of the ENVALIDS of the SEASON, together with Men in health, Women, Children, Insane and Convicts, the probable strength of which more or less is noted in the margin. As far as it is at present known eleven standing berths (exclusive of those for the families) and 28 swing cots will be required for the Invalids. Cells will also be required for one Military Convict and two Pauper Insanes, Civilians.

	Officers as per G. O. of 1870.	Invalids.	Insanes.	Men in health as Guard.	Convicts.	Women.	Children.
Madras Presidency	51		4		3	2	7
Bengal Ditto	1		1				
Bombay Ditto	45		13		3	3	5
Convicts from

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

MAZAGON, Colaba, Land and Mofussil Press Companies' shares have been inquired for.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	n. a.		
100,000	100	all	3 p.ct.	Agra Bank	95
22,000	1,000	all	9 p.ct.	Bank of Bengal	1,400
10,000	500	all	6 p.ct.	Ditto of Bombay New	615
10,000	500	100	6 do.	Ditto 2nd Res. Issue	1625
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,500
30,000	250	all	4 p.ct.	Chartered Mercantile Bk. of L. I. & China	240
0,000	375	all	12 p.ct.	Hong. & Shanghai Bank	360
24,000	200	all	nil	Chartered Bk. of L. & C.	150
37,000	250	all	12½ p.ct.	National Bank of India	110
10,000	250	pl	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	3,000	all	Rs. 70	Colaba Land Co.	1,500
8,000	150	all		Freere Land & Pier Co. Ld	152
,750	2,000	2,000	Nil	Mazagon Land	975
4,000	4,000	1,400	Nil	Port Canning	250

RAILWAY COMPANIES.

...	£20	218.3.0	p.c.	G. I. P. Railway Consolidated Stock	237
...	£20	109.13.3	do.	Do. New £20 shares	126
...	£ 0	61.10.3	do.	Do.	
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1,100
...	£18	190.5.1	do.	Do. New Shares	200

PRESS COMPANIES.

150	5,000	2,850	250 p.	Akbar Cotton Press Co.	2,350
200	2,000	1,800	750 do.	Albert Co. Kurrachee	735
250	3,000	850	Nil.	Alexandra Press Co.	470
150	12,000	4,000	special	Apollo Press Co.	7,200
300	2,000	11	265 do.	Bombay Press Co.	2,275
200	500	all	60 do.	Do. New	170
200	1,000	all	900 do.	Colaba Press Co.	5,500
350	4,000	all	...	East India Press Co.	3,500
150	4,500	all	1,000	Fort Press Co.	9,600
300	1,000	1,800	...	Framjii Cowasji Press	930
200	1,000	all	Nil.	Hydraulic Press Co.	2,500
200	5,000	1,500	150 p.	Imperial Press Co.	1,300
1,000	2,000	2,000	2 p.	Kurrachee Press Co.	900
2,000	400	350	35 p.	Mofus. Press & G. Co.	400
125	2,000	all	200	Prince of Wales Press	2,400
22½	1,000	750	75 p.	Victoria Press, Madras	1,000
150	1,000	all	150 p.	Pinneyelly Press Co.	1,000
400	1,500	...	...	Carwar Company	600

*Per share for the half-year.

MISCELLANEOUS.

...	2,500	1,500	75 p.	Bombay Burmah Trading Corporation	800
1,000	50	all	8p.	Mechanics B'ld'g Co.	30
50	1,000	30	21 p.	Kurrachee Landing and Shipping Company	170
2,000	500	all	25 p.	Preacher & Co.	375

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 21st January :—

LIABILITIES.

Proprietors Capital :—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid	Rs. 50,00,000	
Second Issue of do. do. „	10,00,000	
		60,00,000
Reserve Fund, invested in Government Securities		4,15,000
Government General Treasury Balance at Head Office		54,44,645
Do. do. do. at Branches		20,40,72
Other Deposits		232 78,600
Post Bills		1,97,300
Cash Credits, undrawn		11,69,504
	Rs.	393,08,763

ASSETS.

Government Securities	13,53,402
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	24,52,763
Loans, on Security of do do.	9,80,739
Current Accounts overdrawn	9 799
Bills Discounted	54,93,294
Stamps	6,922
Dead Stock	
Amount applied in reduction „ 40,000	4,43,725
Bullion	11,28,103
Cash Balances with Correspondents	12,68,991
Cash and Currency Notes	204,62,860
Rs.	393,08,763

MILITARY.

ARRIVALS.—JANUARY 23.

Rowlandson, Lieutenant, General List, from furlough, from England.
Sheppard, Major, 2nd Grenadiers, on leave, from Poona.
Torphichen, Lieutenant, Rifle Brigade, on leave, from Deolalee.
Tapp, Major-General, Staff Corps, from Ahmedabad.
Wilkinson, Captain, Bengal General List, from furlough, from England.
Anderson, Colonel, Bengal Infantry, on duty, from England.
Baumgartner, Major, Staff Corps, on medical certificate, from Poona.
Green, Colonel, Staff Corps, from furlough, from England.
Horsburgh, Lieutenant, 2nd Regiment Central India Horse, from furlough, from England.
Pennington, Captain, Bengal Staff Corps, from furlough, from England.

DEPARTURES.—JANUARY 23.

Shewell, Colonel, Bengal Staff Corps, on leave, to Mhow.
Vibart, Captain, Royal Engineers, from furlough, to Madras.
Wilson, Surgeon, Medical Department, from furlough, to Madras.

MADRAS ARMY ORDERS.

Head Quarters, Madras, January 16 to 18.

The following postings are ordered :—

Assistant Surgeons C Sibthorpe and J. A. Laing, M.D., from Deputy Inspector-General's Department, Presy. Dn., to do duty, General Hospital.

Assistant H. D. Cook, M.B., from Deputy Inspector-General's Department, Presy. Dn., to do duty, Hospital for women and children, Vepery.

Lieutenant-Colonel H. H. Firth will continue with the 39th Native Infantry until Major P. A. Carnegy joins that Corps, or until the 1st Feb. 1871.

Lieutenant S. Moore, General List, Adjutant 13th Native Infantry, having returned from furlough to Europe, will proceed to join his regiment forthwith at Hongkong.

Ensign S. R. Rawlinson, 45th Foot, is appointed 2nd Wing Subaltern of the 3 d Regiment Light Infantry, and with the sanction of Government a probationer of the Madras Staff Corps.

Major A. T. Searle, Staff Corps, to general duty at Bellary.

Captain C. Mackenzie, Staff Corps, attached 35th Native Infantry, is appointed Station Staff Officer at the Mount, with effect from the date of Captain Cleland-Hendesson's embarkation for Europe.

Staff Assistant Surgeon E. J. Clarke, having reported his arrival at Wellington with Invalids from Secunderabad, is directed to proceed to Bangalore at the public expense, and will report himself to the Deputy Inspector-General.

The appointment of Surgeon Buswell, 25th Regiment Native Infantry, to assume medical charge of the Garrison Lock Hospital and Medical Stores from the 24th October 1870, is to be without prejudice to his regimental duties.

The following orders are confirmed :—

3rd December 1870.—By the Officer Commanding Ceded Districts, appointing Major W. R. Mesham, officiating Deputy Assistant Quarter-Master General Ceded Districts, Station Staff Officer, during the absence of Majo T. Pyper, Brigade Major, Ceded Districts, on duty with the Brigadier General Commanding Ceded Districts, without prejudice to his other duties, with effect from the 4th December 1870.

10th December 1870.—By the Officer Commanding Nagpore Force, directing the issue of an ounce of common salt per horse-diem for 30 horses of the C Battery 9th Brigade Royal Artillery, for 60 days, from the 12th December 1870.

15th December 1870.—By the Officer Commanding Mysore Division, directing Apothecary B. L. Xavier, of the Department of the Deputy Inspector General of Hospitals, Indian Medical Department, Mysore and Ceded Districts, to proceed to Kurnool by rail and transit for duty with the 2nd Wing of the 19th Regiment Native Infantry, under orders to march from Kurnool on the 5th January 1871.

26th December 1870.—By the Officer Commanding Ceded Districts, directing Surgeon W. C. Smith, M.D., 2nd Regiment Light Cavalry, to assume medical charge of the Right Wing 4th Regiment Native Infantry (without prejudice to his other duties), from Assistant Surgeon Hall, who will return to Secunderabad on duty at the public expense.

Leave of absence :—

His Royal Highness the Field Marshal Commanding-in-Chief has been pleased to grant leave of absence on private affairs to Major G. L. Hobbs, 45th Foot, from 19th October 1870, pending embarkation with drafts.

16th Lancers.—Intimation having been received by telegram that the Commander-in-Chief in India sanctioned Lieutenant G. E. W. G. Hamond's application for six months' leave of absence to England on urgent private affairs, that officer may embark accordingly.

16th Lancers.—Cornet G. E. Mon y, from 13th January to 13th May 1871, in extension of privilege leave, Calcutta, under the provisions of G O G No. 432 of 1866.

Staff Corps.—Colonel G. Harkness, Commandant 31st Light Infantry, for 6 months, from 6th March 1871, or date of departure—Madras and Neilgherries, private affairs, under the rules of 1868.

Staff Corps.—Captain J. B. Taylor, "Attached" 9th Native Infantry, for 5 months, from the 10th January 1871—Madras, under the provisions of G. O. G. No. 432 of 1866.

Staff Corps.—Captain J. F. T. Sherman, from 30th December 1870, or date of departure, for 6 months—Neilgherries, s. c.

Infantry.—Lieutenant-Colonel A. Cannan, Commandant 16th Native Infantry, for one month, from 9th January 1871, or date of departure, preparatory to embarking for Europe, on the leave granted to him in G.O.G. 1st January 1871, No. 1.

BENGAL GOVERNMENT ORDERS.

Mr. David Miller Barbour to officiate temporarily as Joint Magistrate and Deputy Collector of Patna.

Mr. John George Charles to officiate temporarily as Joint Magistrate and Deputy Collector of Shahabad.

Mr. Albert B. Miller to officiate as Professor of Indian Law and Jurisprudence in the Presidency College, during the absence from Calcutta of Mr. Thomas Dunbar Ingram, or until further orders.

The following gentlemen to be Marriage Registrars in Calcutta :—

The Rev. J. Richards.
The Revd. James Ross.

The following Assistant Commissioners of the second grade are appointed to officiate in the first grade :—

Mr. Archibald Colin Campbell.
Mr. Patrick Thomas Carnegy.
Lieutenant Malcolm Ogilvie Boyd.
Lieutenant Colin Herbert Garbett.

Mr. John Fynes Clinton to officiate as Sub-Deputy Opium Agent of Saharanpore, during the absence, on leave, of Mr. Charles Frizell Reed Dunlop, or until further orders. The appointment will have effect from the 12th December.

Mr. Edwin Samuel Moseley, officiating Joint-Magistrate and Deputy Collector of Backergunge, is allowed subsidiary leave for a period not exceeding thirty days, from the 15th proximo, preparatory to proceeding to Europe on furlough.

Mr. George E ward Porter, officiating Joint-Magistrate and Deputy Collector of Rungpore, is allowed subsidiary leave for a period not exceeding thirty days, from the 7 h April next, preparatory to proceeding to Europe on furlough.

Mr. Henry James Newbery, Assistant Magistrate of Shergh tty, is allowed subsidiary leave for a period not exceeding thirty days, from any date within the first week of March next, preparatory to proceeding to Europe on furlough.

Mr. Thomas Norman, officiating Joint Magistrate and Deputy Collector of Midnapore, is allowed subsidiary leave for a period not exceeding thirty days, from the 2nd March next, preparatory to proceeding to Europe on furlough.

Mr. Edward Henry Whinfield, Officiating Magistrate and Collector of Noakhally, is allowed subsidiary leave for a period not exceeding thirty days, from the date on which he may be relieved, preparatory to proceeding to Europe on furlough.

Mr. Charles Arthur Kelly, officiating Magistrate and Collector of Furreedpore, is allowed subsidiary leave for a period not exceeding thirty days, from the date on which he may be relieved, preparatory to proceeding to Europe on furlough from Bombay.

Mr. John Foster Stevens, officiating Joint Magistrate and Deputy Collector of Gya, for twenty days, from the 1st proximo, to enable him to appear before the Standing Medical Committee at the Presidency.

Mr. William Erskine Ward, M.A., officiating Magistrate and Deputy Collector of Howrah, is allowed subsidiary leave for a period not exceeding thirty days, from the 7th proximo, or any subsequent date, preparatory to proceeding to Europe on furlough.

Mr. Francis William Badcock, Assistant Magistrate and Collector, Burdwan, for one month, from the 22nd instant.

Dr. John Gay French, officiating Civil Assistant Surgeon of Mymensing, to be Civil Assistant Surgeon of that District.

Mr. Thomas Grogther Charles, Assistant Superintendent of Police, Shangulpore, to officiate in the first grade of Assistant Superintendents, with effect from the 5th October last.

The following District Superintendents of Police are transferred, viz.—

Mr. Arthur Anley, on leave, from Jessore to Kamroop. Mr. John Masters, from Kamroop to Tipperah. Mr. Masters will continue to officiate as District Superintendent of Kamroop, until the return from leave of Mr. Arthur Anley, or until further orders. Mr. James Patch, from Tipperah to Chittagong. Mr. Patch will continue to officiate as District Superintendent of Sylhet until further orders.

Mr. George Morseley McMullen Ridsdale, from Chittagong to Noakhally.

Lieutenant-Colonel George Johnston Reeves, on leave, from Noakhally to Durrung.

Mr. William Henry Cornish, from Durrung to Gowalparah.

Mr. Francis Thomas Platts, on leave, from Gowalparah to Jessore.

Mr. George McHardy Bowie, on leave, from Patna to Nudd-a.

Mr. Arthur Henry Giles, from Nuddea to Nowgong Mr. Giles will continue to officiate as Deputy Commissioner of Police, Calcutta, until further orders.

Mr. John Lambert from Nowgong to Patna. Mr Lambert will continue to officiate as Personal Assistant to the Inspector General of Police, Lower Provinces, until relieved by Captain Alfred Reginald Wilkinson, or until further orders.

Mr. Henry Maxwell Relly, from Pubna to Mymensing.

Major William Gordon, on leave, from Mymensing to Pubna.

Mr. Richard Adam Fisher is appointed to be a Justice of the Peace within the territories under the Lieutenant-Governor's control.

Major William Robert Gordon to officiate as District Superintendent of Police, Howrah, during the absence on leave, of Mr. Frederick William King, or until further orders.

The 13th January 1871.—Mr. Robert William King, District Superintendent of Police, Howrah, leave for two years.

Mr. A. J. Sheridan, Civil Medical Officer of Beerbhoom for one week, preparatory to retiring from the service.

SHIPPING.

DAILY FREIGHT REPORT—23RD JANUARY.

London	Cotton	£2 15s. 0d. Nominal	p. ton.
	Cases	£2 10s. 0d. „	„
	Seeds	£2 0s. 0d. „	„
Liverpool	Iron Ships Cotton	£2 15s. 0d.	„
	Wooden Ships „	£2 12s. 6d.	„
	Myrabolms & Coir bdls	£2 us. 0d.	„
	Seeds	£1 10s. 0d.	„
Havre	Cotton	No ship loading	
	Coffee		
Overland	Steamers	£3 10s. 0d.	
Liverpool via Suez Canal	Steamer Cotton	Rs. 10 per bale.	
China „	Opium	Rs. 250 to 30 per chest	
	Sailing Ships	Rs. 3 per bale	
Calcutta	Salt	Rs. 2 0 0 to 3 0 0 per ton	
Calcutta to Bombay		Rs. 16 and Calcutta Port charges	
Mauritius		8 annas to 10 p. bag nominal.	

ARRIVALS.

Jan.	Vessel.	Commander.	From.
23	Ellen Gonly	Perry	Liverpool, Sept. 5.
	Olive Donald	Thompson	Liverpool, Oct. 3.
	Jane Law	Simpson	Liverpool, Oct 4.
	Lonjas	Lever	Rangoon, Nov. 22.
	Teazer	Nacoda	Singapore, Dec 5.
	Ardgowan	Kerr	Liverpool, Sept. 29.
	Covington	Rose	Liverpool, Sept. 5.
	Sulaman Shaw	Nacoda	Zanzibar.
	Dunbe	Burns	Mauritius, Dec. 20.
	Phlox (s)	Baker	Goa, Jan 21.
	Johanne Wilkolmine	Butler	Newcastle, Aug. 18.

DEPARTURES.

Jan.	Vessel.	Commander.	Destination.
22	M. S. Elphinstone (s)	Raffin	Coast and Goa.
	Busheer (s)	Sharp	Persian Gulf via Kurrachee.

The following vessels obtained their port clearances yesterday—

Ship Mabel, Wright, to Liverpool.

Barque Brinkburn Priory, Jack, to Colombo.

The following vessels began to load yesterday—

Steamer Emeu, to China, &c.

Ship Glenaros, to Falmouth.

THE HOOGHLY.

ARRIVALS.

Jan.
29 Arratoon Apcar (s). Miltis ..... Hongkong. Jan. 5.
Omar Pasha ..... D'Costa ..... Bombay, Dec. 7.

MADRAS.

ARRIVAL.

Jan.
18 Asia (s) ..... McCullum ..... Rangoon.

DEPARTURE.

Jan.
19 Punjaub (s) ..... Calcutta.

Passengers arrived per Asia, s s—Colonel Hackett, Colonel C O'Donoghue, Mrs O'Donoghue, Major J T Tripp, Captain T Hodges, Captain G R Bartlett, Lieutenants E L oyd, De Wendt, A A Logan, J M Taylor and R B Giles, Ensigns D D McDonald, W F Snell, C W Gore, C C Whistler and A W Proudfoot, Paymaster A Bell, Adjutant G D Cookson, Quarter Master R Davies, Surgeon W H Harris, Apothecary Carpenter, Assistant Apothecary Hamilton, 295 rank and file 18 women and 33 children and 100 native followers.

Passengers sailed per s s Punjab—For Coconada—Mr and Mrs Cooper and Rev Poulson.

For Bimlipatam—Hon'ble W R Arbuthnot.

For Vizagapatam—Mr W A Willcock and Mrs Sealey.

For Calcutta—Sir C Scotland.

DAILY IMPORTS.—23RD JANUARY.

FROM LIVERPOOL.

Sir Walter Scott, 10 crates earthenware, Jaffer Somjee and Bhanjee Dewjee; 5 cases glassware and 12 crates earthenware, Issack Noor Mohomed.

FROM LONDON.

Woolloomoolloo, 589 casks Portland cement, and 6,994 creosoted sleepers, the G. I. P. R. Company.

Daphne, 4 cases pictures, Hasom Allarukia & Co.

Duke of Edinburgh, 6 bales printing paper, and 5 cases note paper, envelopes, &c., Allybhoy Abdool Currim; 200 kegs British steel, Merwanjee & Co.; 19 cases iron safes, Essabhoy Mahomedally; 110 kegs iron nails, Mooyabhoy Moosabhoy.

FROM SUEZ.

Malta (s), 1 cask copper sheets, Lafond Brothers.

Poona (s), 2 cases haberdashery, the London A. and A. Company, (Limited).

DAILY EXPORTS.—23RD JANUARY.

FOR LIVERPOOL.

Milbanke (s), 64 bales cotton, Dhunraz Vasondass; 31 bales cotton, Mansookhbhoy Bhugoobhoy; 106 bales cotton, Ritchie, Steuart and Co.; 1,000 bundles coir yarn, Dhurumsee Morarjee; 305 bundles myrabollams, Nanjee Heerjee.

Bennington, 2,000 bundles coir yarn, Dhurumsee Morarjee; 100 bales cotton, Dwarkesee Muthooradass; 275 bales cotton, Gunesdass Thokerdass; 243 bales cotton, Jewraj Dhunjee; 60 bales wool, Pursotum Tejsee; 62 bales cotton, Askurron Khengar; 130 bales rags, N. and B. Wadia and Co.

Khimjee Oodowjee, 500 bales cotton, Leggatt and Co.; 34 bales cotton, Gunesdass Nursingdass; 50 bales cotton, Mooljee Lilladur; 100 bales cotton, G. Sigg and Co.

Daphne, 101 bales cotton, Boolasthall Choonilall; 1 bale cotton, Bheerow Bhugojee.

Collingwood (s), 60 bales wool, Jetha Vurria; 27 bales cotton Nundram Bhorraj; 1,250 bags soft sugar, Hajee Adum Sidick; 250 bales cotton, W. and A. Graham & Co.; 86 bales cotton, Tokersee Mooljee; 69 bales cotton, Toolseedass Vurjidass; 18 bales cotton, Heeranund Khalladass; 85 bales cotton, Bhugwan Hurree; 27 bales cotton, Vurdman Poonsee & Co.

Baroda (s) 50 bales wool, Ramdass Vussonjee; 30 bales cotton, Soondersdas Mooljee; 1 bale cotton, W. and A. Graham & Co.; 60 bales wool, Hurjeewan Vusonjee; 90 bales hemp, Soondersdas Mooljee.

Duke of Edinburgh, 800 bundles gall, Sanjee Veerjee; 200 bales cotton, H. Clason & Co.; 31 bales cotton, Dhurumsee Ludha.

FOR FALMOUTH.

Elizabeth Henderson, 1,000 bales cotton, Knoop & Co.

FOR VENICE.

Baroda, (s), 100 bales cotton, G. Sigg & Co.

FOR TRIESTE.

Baroda (s), 250 bales cotton, Volkart Brothers; 50 bales cotton H. Bomanjee Touche & Co.

FOR GENOA.

Baroda (s), 15 bales cotton, H. Bomanjee Touche & Co.

FOR HONGKONG.

Davina, 352 packages oilbanum, 24 packages mother o' pearl shells, and 125 packages gums, C. Nanjee; 64 cases oilbanum, Gowabhoy Somjee; 61 bales cotton, Nursey Keswjee and Co.; 182 packages oilbanum and 2 cases peacock feathers, Hasum Khan.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba. Latitude—18° 53' 30" N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea=37 feet. Mean daily values derived from 24 hourly observations on

21st January.

Barometer corrected to 32 deg. Fah	·935	in.
Temperature of the Air	74·1	„
Wet Bulb Thermometer	68·4	„
Dew Point	65·6	„
Relative Humidity of Air	·757	„
Extent of cloudy sky (the whole sky clouded=8)	0·0	„
Maximum temperature of air (read at 9½ A.M.) on following day	82·0	„
Minimum do.	68·2	„
Gen. Direction of Wind—N, NE, ENE, NW, NNW.		
Movement in 24 hours	230	miles.
	In. Cts.	
Fall of rain during the week	0 35	
Registered between 1st January and 15th January.	1 87	
Total fall of rain between 1st Jany. and 22nd Jany.	2 22	

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.		Mail close s.	After packet.
United Kingdom	Jan. 28	...	2 P.M. ...	3 P.M.
Kurrachee	„ 30	...	11 A.M. ...	
Persian Gulf via Kurrachee	„ 30	...	11 A.M. ...	
China	Feb. 2	...	9 A.M. ...	10 A.M.
Australia	„ 16	...	9 A.M. ...	10 A.M.
Mauritius, Reunion, &c.	Jan. 28	...	2 P.M. ...	3 P.M.

NOTICE.—HIS EXCELLENCY the RIGHT HON'BLE the GOVERNOR will HOLD a LEVEE at 12 o'clock on TUESDAY, the 24th instant, at the Town Hall.

GENTLEMEN put posing to attend are requested to bring two Cards, with their names legibly written thereon, one to be delivered to the attendant at the door, and the other to the Aide-de-Camp in Waiting.

FULL DRESS.

R. GRAHAM MAYNE, Captain,
Officiating Military Secretary.

Government House, Parell, 18th January 1871.

BOMBAY ASSEMBLIES.—SUBSCRIBERS are informed that the SECOND ASSEMBLY BALL will take place at the Hon'ble G. M. STEWART'S BUNGALOW, Altamont, Cumbalia Hill, on MONDAY, the 30th instant, at 9 o'clock. RICHARD L. T. KEY,
Honorary Secretary, Bombay Assemblies.

Bombay, 19th January 1871.

THE WAR-TELEGRAMS

WILL BE ISSUED FROM THIS OFFICE TO-DAY AS SPECIAL EDITIONS IMMEDIATELY ON ARRIVAL.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BENGAL.

MARRIAGE.

KENNEDY—JORDAN—January 17th, at St. Thomas' Church, Howrah, by the Rev. A. R. Quinlan, Mr. Samuel Clarke Kenne y, of Armagh, Ireland, to Miss Mary Ann Jordan, only daughter of W. Jordan, Esq., Belly Paper Mills.

MADRAS.

BIRTHS.

BROWNE—January 18th, at Sydapet, the wife of Mr. Henry Browne, of a daughter.

HOGG—January 17th, at Madras, the wife of Mr. J. R. Hogg of a son.

DEATH.

POPE—January 18th, at Bangalore, Alfred George, son of Rev. Dr. Pope, aged nine years three months and nine days.

NORTH-WEST PROVINCES, &c.

BIRTH.

WRIGHT—January 18th, at Juliundhur, the wife of James W. Wright, Esq., Executive Engineer, of a son.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All communications respecting advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

TUESDAY, JANUARY 24, 1871.

THE recent successful operations of the Red Prince and the Duke of Mecklenburg had the effect of splitting the French army about Le Mans into two bodies. One, under General Chanzy, retreated on Laval, the town we mentioned some days ago as his next probable halting place; the other, most likely a fragment, unable to get on to the Laval road, marched northward to Alençon. This last named body was pursued, and thrust back nearer to Cherbourg, which will form the base of any operations it may be able to undertake in future, or will afford it a secure shelter if it has been further pursued. Laval and Alençon, therefore, cannot be said to form the right and left of Chanzy's army, since German troops are in the space between the two, and communication between them is only possible by a long circuit. General Chanzy is said to have been reinforced, and, if so, his troops must have come from beyond the Loire, which they crossed probably at Nantes. The port of St. Nazaire, at the mouth of the Loire, is a convenient one for supplies, coming from America, and it is likely that recruits from Gascony, collected at Niort, may have been sent to Nantes for arms and equipments and thence to Laval. No doubt General Chanzy will try his luck once more. If a corps was left at Nevers when Bourbaki marched to the Côte d'Or, the operations of that body up the Loire towards Gien will exercise a restraining influence upon the German movements on the Sarthe and its tributaries; but if the troops at Gien and south of it are only free corps, the German posts in that quarter will be sufficient to deal with them.

General Bourbaki's operations in the valley of the Doubs have not raised the siege of Belfort. We infer that beaten, first from off the Imperial road to Belfort and next on the Departmental to Montbéliard, and unable to risk a flank march down the right bank back to Besançon, he wisely betook himself to Montbéliard, whence he could reach the left bank and retire, by a détour, upon the stronghold of the Doubs country. Thus he may save his army, as he cannot be pursued with advantage beyond the Doubs unless he is in disorder or moves very unskilfully.

While we are writing comes news that the French army of the north has been beaten near St. Quentin with great loss, showing that we were correct in saying that Faidherbe's troubles would begin should he cross the Somme, and try to penetrate the German lines. It may, however, be doubted now whether he ever was at Albert, or that he ever reached the Somme. A fight at St. Quentin implies an advance from Cambrai, since Peronne lies across the road from Albert to St. Quentin. A feint may have been made upon Albert and a real advance on the other flank.

At length General Trochu has attempted a sortie from Mont Valerien; with the usual result. Indeed, the ground on that side is favourable to defensive fighting. The meaning of the entrenched camp is now made manifest; it covered the collection of men for a sortie. Every side of the investment has now been tried except the loops of the Seine, and no sortie on that side is likely.

Still later news informs us that Bourbaki has not only been driven over the Doubs on Pont de Roide, and Blamont between that point of passage and the Swiss frontier, but that a fresh column of Germans has been directed upon Dijon, and has actually occupied Dôle, thus cutting off his direct line of retreat. Unless he can reach Besançon, he must retire by Pontarlier through the Jura. General von Werder has acted with striking energy.

It also appears that General Chauzy could not stand at Laval, and he will have to march with great rapidity to reach Nantes, his probable destination. The energy of the Germans in the field is a sign that all apprehension of Trochu's ability to break the line of investment has departed. These brief remarks are needful to illustrate the important telegrams of the 21st and 22nd of January from London and Bordeaux.

THE onerous duty of framing a local budget has fallen upon the Bombay Government, and there is no need to enlarge on the difficulties of that task. The Government of India has arbitrarily prescribed the sum which it thinks sufficient for the Provincial services made over, a sum less than that hitherto granted by more than six lakhs, a sum less than that hitherto supposed to be necessary and spent by one or two lakhs more. From the decision of the Government of India there is no appeal. They should be and will be obeyed. The Government of Bombay will have to make the best of a one sided bargain; and the question is, How will they do it? Since the actual charges for the services made over are, as we believe, in excess of the fixed grant or assignment, it follows that the excess must either be reduced by economy or made up by taxation. If there is room for proper reduction, of course reduction will be the fitting method of procedure, and all will be well. But if there is no room for proper reduction, then the question is, Shall there be reduction at all costs down to the Government of India limit, or shall the Government of Bombay raise four or five lakhs by taxation, and incur the odium thereof? We see no reason whatever why the people of this Presidency should be compelled to supplement the deficiency artificially created by the Government of India. We see no reason why the Local Government should tamely consent to bear the odium which the Supreme Government has so dexterously shouldered off upon them. As the Supreme Government, sitting afar off, has decided how much the Provincial services should cost, let their decision be obeyed, and let the services cost that sum and no more. We will assume—perhaps it is treason—that the Government of Bombay have a duty to perform towards the people of Bombay as well as towards the Government of India; and we are sure that it is no part of the Bombay Government's duty to lay on fresh taxes, even although His Excellency the Governor General has had the misfortune to fall in love with such an exacting mistress as Increased Taxation. Moreover, the Government of India has plainly said that the sum assigned is enough, and it would be the height of devoted obedience to make it enough, let the consequences be what they might. A firm and courageous Government, therefore, should have no difficulty in devising a budget, since the framework has been so considerately supplied by the Procrustean Council at Calcutta. Fit the details of the budget into the bed designed and constructed by imperial wisdom—there is the programme; and if the services suffer, frankly state that the responsibility falls on the Government which dictated the limits of what it evidently considers a proper expenditure. If the Local Government spends more and imposes fresh taxes, it will not only be augmenting the total of existing discontent, but it will be flying in the face of the Supreme Government. If fresh taxes are to be levied, the people who live in the town and island of Bombay, because they already pay enormously for the support of the Municipality, ought to be exempted from liability to pay the said taxes. Instead of which, we are afraid, they may have to pay twice over!

THERE are now, before the Bench of Justices, three candidates for the privilege of laying down horse-railways in the streets and roads of Bombay. Their letters and the grounds of their application have been made public, and it appears that very nice moral, if not legal questions lurk under some of these documents. On that subject, at present, we will express no opinion, though we have an opinion and a pretty strong one. But before deciding on the claims of the candidates for concessions, it seems to us that the Bench should settle a preliminary issue—Are horse-railways wanted in Bombay? Is the passenger traffic beyond the means at present available for the multitude? Are the roads, especially the roads through the native town, broad enough for the passage of other vehicles and horse-railway trains? For example, are the streets from the Money School to the Byculla Station broad enough for horse-railways, ordinary carriages of every sort, and foot-passengers? Of course the Esplanade roads will lend themselves readily to horse-railways and not inflict more than a minimum of inconvenience; but the Justices should consider carefully the fitness of the comparatively narrow roads through the native town.

We have no prejudice whatever against a mode of conveyance which has answered pretty well in New York and other places, although the results, from a shareholder's point of view, are not triumphantly successful in the cosmopolitan American city. There is much to be said for these street railways. They will save horseflesh—to the Company working them; they will, if established, relieve the Municipality of the expense of keeping up portions of the road, and diminish, by that much, the expenditure for road metal and labour; they will be a comfort to passengers; they should be more speedy than the ordinary omnibus; on them can be hauled cotton bales from Boree Bunder Station to Colaba—the best argument in their favour. But when we have said all this, there still remains the question, Is Bombay, or is Bombay likely to be, such a busy place as to require street railways? And, if it were, or were likely to be, are the streets suitable for that system of goods and passenger transport? What would be the effect on the cattle and the springs of carriages, and the carriages generally belonging to the public? It would, doubtless, be very enterprising and progressive, and second-city-in-the-Empire-like to sanction the establishment of horse-railways—an argument of great potency in these days. It would look well in a report or graphic paper on the civilization of Bombay. But does our business or our shining civilization stand in need of them? No doubt we are among "the foremost files of time"; but are we up to the files who have made horse railways, because they needed them, and because their streets are suitable for them? Bombay, no doubt, is the Liverpool or the New York of India, but as Coleridge said Klopstock was a very German Milton, so we may say, without offence, that Bombay is a very Indian New York or Liverpool. It may be respectfully submitted to the Bench of Justices that they should decide first the preliminary question—Is Bombay so very advanced, as to require, and so admirably laid out as to permit, without inconvenience, the introduction among us of street railways?

THE English Ministry seems to be going to pieces. It was Mr. Bright a month ago; it is Mr. Childers to day—ill-health in each case. It will be hard to find an effective First Lord of the Admiralty. Mr. Stansfeld's friends will claim it for him, but it is not impossible that a sailor may get it, and in that case Lord John Hay will not stand a bad chance. In the changes, a place may probably be found for Mr. Torrens McCullagh Torrens—he has long been looking for one—and if he obtains his heart's desire he will be able to study foreign politics from the inside, and with the slight but striking advantage of responsibility. A good place is an excellent specific for your "mind diseased" for want of one. The great question now is—How will Ministers be able to meet Parliament in strength sufficient to frustrate their hosts of enemies?

THE head-quarters of the 11th Regiment N. I. march from Poona for Sattara this morning.

HIS HIGHNESS RAMCHUNDER RAO APPA SAHEB, Chief of Jamkhundee, has arrived in Poona. We are informed he is expected to arrive here to-day.

MR. CHARLES PIFFORD HILL, B.A., of the Inner Temple, Barrister-at-Law, has been entered on the rolls of the Calcutta High Court.

THE Madras Government has cancelled a regulation under which Australian dealers arriving with horses at the port of Madras were bound to submit them in the first instance to the Remount Agent.

IT has recently (says the "Indian Daily News") been ruled by the Government of India that an Accountant-General shall not, without reference to Government, change any established procedure, or reverse any important orders passed by his predecessors in office.

THE "Indian Daily News" has been informed that a Native Prince, or Shazadah, who appears to be a political pensioner, some time ago sent a nuzzeranah to Her Majesty's Secretary of State for India. His Grace is said to have declined to accept it.

MR. DUNLOP, the Assistant to the Cotton Commissioner, is said to have come upon an exposed seam of coal as near as 30 miles from the civil station of Wurdah, by which the railway runs. The indications are, says the Nagpore paper, in favour of the presumption that a workable deposit may be found at a convenient depth all over the Wurdah valley, and as near the railway line as it may be desirable to have a colliery at work.

THE Chief Commissioner of the Central Provinces, Colonel Keatinge, arrived at Calcutta on the 11th, and was to leave on Saturday for Jubbulpore, where he would be joined by a staff of officers of the Public Works and Forest Departments to accompany him down the Nurbudda valley. Some complicated matters are pending there as to bill sanatoria, head-quarters of the Nurbudda Division, forest reserves, railway line between Khundwa and Indore over the Satpura Passes, &c.

THERE is a strong rumour, says the "Central India Times," that the Nagpore and Nurbudda

BOMBAY.

SMALL CAUSE COURT.—During the month seventy-five suits were filed in the Small Cause Court under the extended jurisdiction.

INCOME-TAX.—A very large number of summonses have been issued by the Police Magistrates at the instance of the Collector of Income-Tax, against persons who have failed to pay their income-tax.

SERIOUS ACCIDENT.—On Sunday, a piece of ice, weighing about 50 lbs., fell on a Hindoo lad, aged about eleven years, in the Tudor Ice House. The boy was severely hurt, and was sent to the Jamsetjee Hospital.

COMMITTED TO THE SESSIONS.—The Chief Magistrate yesterday committed one Syana Nursoo for trial at the ensuing Criminal Sessions of the High Court, on a charge of theft of a large quantity of boots belonging to Nicoll and Co., shoemakers.

VALUATION OF MUNICIPAL PROPERTY.—A report prepared by Mr. Narayan Vasudevjee and Mr. Nusserwanjee Chandabhoy on the valuation of real property belonging to the Municipal Corporation has been circulated among the Justices of the Peace.

SHOLAPORE.—Michael Smith, a European, has been committed by Mr. A. J. Parson, full-power magistrate of Sholapore, for trial at the ensuing Criminal Session of the High Court, on a charge of escaping from the jail of Sholapore, in which he was lawfully detained.

THE GOVERNOR'S LEVEE.—The 19th Regiment N. I. will furnish a guard of honor, consisting of a complete company with band and regimental color, under the command of an European officer, to parade at the Town Hall (to-day), the 24th instant, in time to receive His Excellency the Governor, who is expected to arrive at 11-45 A.M., to hold a levée.

H. E. THE COMMANDER-IN-CHIEF will see the Royal Artillery and detachment H. M.'s 49th Regiment at Colaba, to-day, the 24th instant, at 5-30 P.M., in review order. Dress for staff as laid down in Adjutant General's memorandum No. 368, 13th January 1866. Frock coats, undress trousers, shoulder belt, helmet with plume, and full dress horse appointments.

A CASE OF SUPPOSED POISONING.—A native woman, wife of one Hurry Kerroo, picked up on Saturday some native sweetmeat under a tree near the Municipal workshop, Esplanade, and took it home. She ate a portion of the sweetmeat herself, and distributed the rest among her husband and Soobee, woman. After eating the sweetmeat they all commenced to vomit, and they were conveyed to the Jamsetjee Hospital.

FATAL ACCIDENT.—A coroner's inquest was held on Sunday at the Nowrojee Hill, on the body of Sidoo Babajee, a laborer. On Friday afternoon last, deceased and a fellow-laborer were engaged in removing bags of rice, when suddenly two of the bags fell on his person. He was severely hurt, and by his desire he was taken to the Parsee bone-setter in the Fort. Deceased had a strong fever on the following day, and he died on Sunday. The jury found that the deceased died from injuries received from some bags of rice having accidentally fallen upon him.

PROGRAMME OF MUSIC to be played by the Band of H. M.'s 19th Regiment N. I. on the Esplanade, this evening :—

March	Wildauer	Janicke.
Overture	Egmont	Beethoven.
Quadrille	Palais d'Industrie	Croissez.
Selection (op.)	Don Pasquale	Donizetti.
Waltz	Barbara	Godfrey.
Galop	Stuttgarter	Kühner.

God save the Queen.

THE POST TO HOG ISLAND.—A correspondent complains of irregularity in the transmission of letters and papers by the Post-office to Hog Island. He assures us that although a distance of only eight miles, it takes the Post-office two full days to let the residents on the island have their mail bag. And on Sunday, the day when the English mail usually arrives, no bag is made up. The population of the island, engaged chiefly in the construction of the great Hydraulic Lift Dock, is sufficiently large to merit some consideration in the postal arrangements. We have no doubt it only needs the hint.

KILLED BY A HORSE.—On Sunday Dr. Hewlett held an inquest on the New Sonapore Road touching the death of Lalloo Fuckeer, a ghorawalla. It appeared that on Friday, about 6 P.M., the man returned to the stable with his shigram and horse. Immediately after unharnessing the horse from the shigram and taking the animal to the stable, the horse kicked deceased with both hind legs in his abdomen. He was treated by Dr. Cunha, but died on Saturday evening. The jury came to the conclusion that the deceased died from the effects of having been accidentally kicked by a horse.

DEATH FROM DROWNING.—An inquest was held on Sunday last at the Jamsetjee Hospital concerning the death of one Piazoo, a mendicant, who came from Lucknow about eleven months ago for the purpose of proceeding to Mecca. On Sunday about 12 o'clock, noon, deceased went to wash his clothes in the Baboola Tank. While he was standing on a rock to wash his clothes, a piece of soap fell from his hands. He tried to pick it up, but lost balance and fell into the tank. Deceased was taken out by a policeman by the means of drags. He was quite dead. Verdict—That the deceased was accidentally drowned in the Baboola Tank.

ACCIDENT AT THE ELPHINSTONE BUNDER.—Dr. Hewlett held an inquest on Sunday at the Jamsetjee Hospital respecting the death of Hoossein Bukus, a labourer. On the 3rd inst., about 5 P.M., deceased was walking along the line of railway at the excavation works at Elephanta, when a train came from behind and knocked him down. Three waggons passed over his left leg, which was completely smashed. He was taken to the hospital, where his leg was amputated, and where he died on Sunday morning. Verdict—That the deceased died from tetanus which supervened on injuries received by his having been accidentally run over by a railway waggon whilst he was walking on the line of rails at the excavation works at Elephanta.

THE VICTORIA DRAMATIC COMPANY produced for the fourth time their much-admired drama of "Jamshed," before a fashionable audience of native ladies and gentlemen, on Saturday night last, at the New Victoria Theatre, Grant Road. The first and second classes were crowded to excess, and several families, who did not care to go into the lower circle, and who could not obtain seats in the boxes, had to return home disappointed. The play was gone through successfully in all its parts, the principal actors acquitting themselves meritoriously. The singing was much liked, and one or two pieces were encored. There was some difficulty in setting up the cyclorama, and consequently more than twenty minutes were lost before it could be worked. This disappointment and delay were somewhat compensated for by the magnificent views presented by the instrument.

MR. J. B. PEILE, the Director of Public Instruction, is expected to arrive here (Surat) by to-morrow's mail train of the Baroda Railway.—*Gujerat Mitra*, Jan. 22.

SETT DINSHAW MANECKJEE PETIT has contributed the munificent sum of Rs. 10,000 for the erection of a hospital at Bulsar.—*Ibid.*

THE RECENT RAIN interfered to a considerable extent with the ingathering operations of the agriculturists, and damaged to some extent the cut and standing ripe crops. The unseasonableness of it, and the cold weather during and after it, caused the death of many sheep, that were exposed on the bleak sheepwalks.—*Deccan Herald*, Jan. 23.

STORM AT MAHABLESHWAR.—We have had a short note from a correspondent at Mahableshwar, who describes the storm of wind and rain there in the beginning of last week as truly terrific, and says that many houses had suffered great damage by it. It was not only the rain but wind with it which did so much damage, for it drove down the walls which had been moistened by the heavy rain. Several houses which were undergoing the repairs and re-chuppering usual at this season have been much injured, and the loss to the owners will be very great. The weather after the storm is said to be delightfully clear and cold, the atmosphere pure and fresh, making distant objects look very near.—*Ibid.*

STEAMER REPORTS.

GALLE, 23rd Jan., 8-37 A.M.—Mail steamer from Australia signalled.

GALLE, 23rd Jan., 9-31 A.M.—Mail steamer from Bombay signalled.

TELEGRAPH LINE REPORTS.

KUSHAGHEN, 23rd Jan., 9 P.M.—Latest dates from United Kingdom via Russia, 23rd Jan., 12-33 P.M.; via Turkey, 21st Jan., 8-6 P.M. From Continent of Europe via Russia, 23rd Jan., 12-15 P.M.; via Turkey, 21st Jan., 8-10 P.M. From America via Russia, 22nd Jan., 7-25 P.M. Cable right to Fao; Turkish line right to Pera; lines clear beyond; Persian line right to London.

"Berkeley, September 18 S.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking Norton's Camomile Pills. I applied to your agent, Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valua le Pills I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I m, Sir, yours truly, MUNT ALLI ASS.—To the Proprietors of NORTON'S CAMOMILE PILLS.

HORSE RAILWAYS FOR BOMBAY.

IN continuation of the papers published yesterday we print the following letter of Messrs. Lawrence & Co. :—

ARTHUR CRAWFORD, Esq., C. S.,
Municipal Commissioner, Bombay.

SIR,—Referring to our letter of 13th December 1870, regarding a concession to construct tramways in the Island of Bombay, we have since received copies of correspondence with Messrs. Stearns, Hobart & Co., also copies of articles of agreement.

We beg most respectfully to point out, with reference to these documents, that the contract entered into between the Municipal Commissioners and Messrs. Stearns, Hobart and Co. was illegal, and therefore void *ab initio*; the Bench of Justices, therefore, under its present constitution under the Municipal Act, is in no way legally bound by this contract; but as it might appear to some Justices that they are bound in honour to carry out a contract which was entered into in good faith though *ultra vires*, we would respectfully point out that by Messrs. Stearns, Hobart & Co.'s own showing in their letter to you, dated 10th January 1871, the company which was then in course of formation to carry out this scheme was never formed, none of the subscribed shares having been taken up. There can, therefore, we submit, be no moral obligation on the Justices to carry out the contract, as it was no doubt the intention of the Municipal Commissioners that the enterprise should be proceeded with at once.

It may be as well to note also, that the agreement was to grant to Messrs. Stearns, Hobart and Co. the right to construct and maintain a street railway in Bombay, but nowhere in the articles of agreement does it appear that it was the intention of the Municipal Commissioners to concede the *sole* right to construct such a railway; indeed the absence of any clauses to this effect would go to prove that the Municipal Commissioners intended to retain to themselves the right to confer such a concession to other competitors.

Another point to which we would respectfully call your attention is that, whereas Messrs. Stearns, Hobart & Co.'s original enterprize has fallen through, and they would have to set about the formation of another company, which might, from unforeseen causes, fare no better than the original one; although we have stated in our letter to you, dated 13th December 1870, that we would undertake to form a company if the concession was granted to us, we think it right to inform you that we are already connected with a company which has been in existence for some time past and has been employed in promoting and constructing some of the most important tramways in Great Britain and has obtained a monopoly to work them for a certain number of years.

It is true, as Messrs. Stearns, Hobart & Co. have stated, that street railways were first introduced in America, but we would point out that the company which we represent, inasmuch as their tramways have only recently been constructed in the United Kingdom, have reaped all the advantages to be derived from the tentative experience in America.

Our view therefore is, that Messrs. Stearns, Hobart & Co.'s contract was originally illegal, and that even if there had been a moral obligation on the Bench of Justices in some way to recognise the contract, the fact that the original enterprize failed, and that the matter has been allowed to remain in abeyance for four years since that time, fully absolves the Bench from any such obligation.

We are fully confident of the ability of the company we represent to carry out the scheme on the most approved principles, as regards rails, carriages, maintenance of roadway, &c., and all we ask is that the schemes now before you should be thoroughly examined and the concession awarded to the party who after careful examination shall appear to be able to lay down the tramways in the best manner for the interests of this great and growing city—Yours, &c.,

LAWRENCE & Co.

Bombay, 23rd January 1871.

A BROKER CHARGED WITH CHEATING.

At the Fort Police Court yesterday, before Mr. John Connon, Chief Magistrate, Mr. Arthur Clayton Moore, a European broker, was brought up on remand, and was charged with cheating and criminal breach of trust in respect of Rs. 7,813. The information stated that on or about the 16th December last, Mr. Thorburn, accountant in the Government Reclamation office, gave to the accused to sell thirteen fully paid up shares of Rs. 500 each, in the New Bank of Bombay, and belonging to Mr. W. H. Scott, Local Fund Engineer at Dharwar. Mr. Moore sold the shares to a Hindoo broker, and received the purchase money for the shares, amounting to Rs. 7,813. Accused on being applied to by Mr. Thorburn for the money, informed Mr. Thorburn that he had remitted a large portion of the amount to England, or in other words, that he had appropriated the same to his own use.

On the case being called on yesterday for hearing, Mr. Langley (of Messrs. Rimington, Hore, and Langley) appeared on behalf of the prosecution; the accused was undefended. Mr. Langley said that Mr. Scott, the most material witness in the case, was not in Bombay, and therefore asked the magistrate to postpone the case for a week.

Mr. Moore said that he had no objection to the case being postponed.

The Magistrate accordingly postponed the case till Monday next.

The Court was crowded with when the case was called sharebrokers.

ENTICING AWAY A GIRL.

JANE WILTSHER, an Indo-European woman, appeared on Friday at the Girgaum Police Court and laid an information against a Mahomedan named Oomer, charging him with enticing away her daughter, Eliza Wiltsher.

The informant said—"I am the widow of the late Apothecary Wiltsher, and live at Nagpada. I know one Oomer, a Mussulman. He used to come and see my son-in-law, with whom I live. About a fortnight ago I took my daughter, Eliza Wiltsher, a girl under the age of sixteen years, to Equtpoora, Seven days afterwards I suddenly missed my daughter from the house. I made enquiries and came down to Bombay. The night before last I saw my daughter in a house at Girgaum. I spoke to her. She would not allow me to come into the house. She told me that Oomer was keeping her in the house. My eldest son-in-law, Mr. Baker, and my eldest daughter, Mary Wiltsher, were then present. The said Oomer used to see my daughter, Eliza, when he used to come to see my son-in-law, Mr. Baker. When I saw my said daughter in the house of the said Oomer she was dressed in a *saree* like a Mussulman woman. I charge the said Oomer with taking or enticing a female minor, under sixteen years of age, out of the keeping of the lawful guardian of such minor, without the consent of such guardian, and I pray that he may be apprehended and dealt with according to law."

In reply to the Court informant said—"I shall produce the baptismal certificate of the said Eliza Wiltsher. I am not her step-mother."

The Magistrate granted a warrant for the apprehension of the Mussulman.

SHIPPING AND PASSENGERS.

THE BARK SULAMON SHAW, Nacoda, arrived yesterday from Zanzibar with a general cargo.

THE BARQUE TRAZER, 363 tons, Nacoda, arrived on the 22nd instant from Singapore with a cargo of timber.

THE SHIP JOHANNE WILHELMINE, 794 tons, Captain A. Butler, arrived yesterday from Newcastle with a cargo of coal.

THE SHIP CORINGA, 906 tons, Captain D. Ross, arrived on Sunday evening from Liverpool with a cargo of coals. The vessel is consigned to the captain.

THE SHIP ELLEN GONDY, 914 tons, Captain G. H. Perry, arrived on the 22nd instant from Liverpool with a cargo of coals. The vessel is consigned to the captain.

THE SHIP JANE LAW, 1,273 tons, Captain P. Simpson, arrived on the 22nd instant from Liverpool with a cargo of coals. The vessel is consigned to Messrs. Volkart Brothers.

THE SHIP SIDNEY DONARD, 1,499 tons, Captain J. Thompson, arrived on the 22nd instant with a cargo of coals. The vessel is consigned to Messrs. Volkart Brothers.

THE SHIP LOUISA, 938 tons, Captain E. Lever, arrived on the 22nd instant from Rangoon with a cargo of timber. The vessel is consigned to Messrs. Wallace and Co.

THE SHIP DUNLOE, 675 tons, Captain J. Burns, arrived yesterday from Mauritius with a cargo of sugar and cocoanuts. The vessel is consigned to Messrs. Owen and Okell.

THE SHIP ARDGOWAN, 1,282 tons, Captain A. Kerr, arrived yesterday from Liverpool with a general cargo and the Rev. Mr. H. F. Watling as a passenger. The vessel is consigned to Messrs. W. Nicol and Co.

THE S. S. PHLOX Captain Baker, arrived yesterday from the coast ports bringing a general cargo and passengers. Captain Teasdale of the s. s. General Outram came with her from Goa.

THE S.S. BUSHIRE, Captain J. C. Sharp, sailed yesterday for the Persian Gulf vis Kurrachee with a general cargo and the following passengers: For Bushire—Rev. Mr. R. Armstrong, and sixty-four deck passengers.

THE SHIP MABEL, 1,259 tons, Captain Wright, will sail to-day for Liverpool with a cargo of 6,572 bales cotton, 222 bales wool, 963¼ cwts. linseed, 298¾ cwts coir yarn, 206 cwts. hemp, 381 cwts. horns, 150 cwts. bones, and 26 bales cowhides.

AFGHANISTAN.

ON the 5th December Sirdar Yakoob Khan was at Barj-i-Afghan near the great lake or jheel of Seistan or Hamoon. This place is about 40 miles south of Furrah and 200 miles from Herat. While at Barj-i-Afghan Yakoob Khan sent a requisition for guns and stores to Meer Alum Khan, the Chief of Hosseinabad, with which the latter refused to comply. Some couriers from Herat reached Yakoob Khan at Barj-i-Afghan, and on receipt of their intelligence the Sirdar ordered an advance towards Herat. His road to that city leads across an arm of the great jheel, where for eight or ten miles the water is from three to four feet deep, then approaches the forts of Lash and Jowaire held for the Ameer by Atta Mahomed Khan and Mahomed Hossein Khan, and so on to the town of Furrah. It is a question whether, considering the difficulties of his road, he or Sirdar Mahomed Alum Khan, and the Commander-in-Chief will reach it first. These latter were at Gerishk on the 17th December on their march to Furr h, a hundred and ten miles off. The importance of this question consists in the circumstance that Sirdar Yakoob Khan must almost necessarily pass Furrah in order to gain Herat. It may be asked why the Ameer's commanders, seeing the importance of this pass, did not make more haste in their advance so as to secure it. But the answer probably is that it was uncertain whether Yakoob Khan would direct his attack upon Candahar or Herat, from which places he was at Barj-i-Afghan about equi-distant, and that consequently it would have been unwise to unmover Candahar until it became certain that Yakoob Khan's object was Herat.—*Pioneer.*

METROPOLITAN TRAMWAYS.

(*Engineering*, Dec. 23.)

PASSENGER horse railroad Bills have been plentiful enough during the last two Sessions, and Stanford's annual maps of metropolitan deposits showed the lines of the proposed tramways laid down through all the leading thoroughfares of London, and along all the main roads leading into its suburbs. Very few of these schemes assumed a practical shape—no one, unless possibly their promoters, ever expected that they would—but some passed through the standing orders' ordeal, and are at the present moment either completed and at work, or in progress, and shortly to be opened for traffic.

This present Session is also marked by the number of metropolitan tramway Bills that have been deposited, and it is probable that the construction will be sanctioned of a greater mileage than last year. In fact, we may look forward to the extension of horse railroads in London for a considerable time to come. It seems somewhat strange that in our metropolis, passenger tramways should only at the present time begin to be recognised as a convenient and practical way of conveying the great mass of street travellers; that a system of immensely costly railroads should have been constructed before the cheaper and comparatively efficient means of supplying the traffic requirements should have received a fair trial.

The experience of many years in the United States had shown that street railroads were highly convenient, and, for the most part, commercially successful; yet it was preferred to expend millions of pounds in building lines, which have certainly not fulfilled the expectations of those who found the money for them, rather than to pay one-twentieth of the sum in laying down lines of tramways, the routes of which were less arbitrary, and which ought to have commanded a fair share of success. It is noticeable that those engineers whose names have been conspicuous in the construction of our metropolitan railroad system, are now foremost in promoting our tramways in London, and one cannot help reflecting that if the order of events had been reversed, the public might have been almost as well served and shareholders better satisfied.

Be this as it may, there is no disputing the fact that we must take matters as we find them, and be thankful that there is some probability of a tramway system of considerable extent being at last established. We believe but few persons would care to advocate the cause of omnibuses, as compared to street cars, in the matter of comfort, but of course the inevitable prejudices attendant upon every innovation will have to be overcome, and, were there no other cause to prevent the general introduction of horse railways in London, we believe that prejudice alone would prove formidable.

But, independent of the question of superior accommodation, there is another and very important consideration, especially interesting to those whose capital will be invested in the construction of those lines of communication, and this consideration is whether tramways can be made remunerative? It is upon this point that the extensive development of any system of metropolitan horse railroads must turn, for should they prove commercial failures, it is too much to suppose that any considerable mileage will ever be laid down in this city. This question, then, is especially interesting at the present time, when application will so soon be made to Parliament for the sanction to construct numerous schemes, all of which are warmly advocated by their promoters.

To arrive at any approximate conclusion as to whether tramways can become remunerative in London, we naturally turn to the best results that can be obtained, and we find that New York furnishes us with sufficient data to base a comparison upon. In making any such comparison, however, it must be borne in mind that the circumstances under which tramways have proved tolerably successful there, are modified in some of the most important particulars here. In the first place, horse railroads are, and always have been, the standard and recognised means of providing for the public traffic in all the American cities since the necessity for passenger traffic arose. Cabs are unknown, and hired vehicles are the exceptions that, prove the rule in favour of the tramways. Omnibuses, moreover, are only tolerated where horse railroads are inadmissible; they serve imperfectly for the conveyance of passengers in those few thoroughfares too narrow or too crowded for the wider cars. In the second place, most cities in the United States are laid out with avenues and streets of sufficient width to accommodate the broad vehicles that cannot turn out of their course, and before which other traffic must give way. The block system of laying out towns is, too, especially favourable for the successful development of horse railroads. Judging from published statistics, United States' citizens are more restless than those at home; there is far more of travelling to and fro, and from morning till night the cars are crowded with passengers. Take the case of New York State, for instance; the returns of one year show that 115,747,000 persons were conveyed in the street cars, upon 211 miles of line, and of this total all but a small amount is due to New York city and its suburbs. A glance at the map of New York will show that a considerable mileage of tramways is requisite to accommodate this enormous traffic, and, as a necessary consequence, the original cost of construction and the expenses of working and maintenance are great, but not so great as to make the lines as a whole unremunerative.

In London a different state of things rules. A system of street railways, if introduced at all, will be introduced in direct opposition to the recognised and time-honoured means of communication; cabs are cheap and universal, the dense general traffic of the city, and the narrow streets, absolutely forbid the construction of horse railroads, just in the very districts where they would be most remunerative, leaving open for them only such roads as stretch into the suburbs, and are traffic-yielding chiefly in the morning and the evening, when passengers are on their way to, or from business. And even to provide efficiently for this comparatively intermittent traffic, a considerable mileage would be required; lines must be laid along every main road that leads into the residential districts, the boundaries of which are ever expanding.

It is evident, therefore, that the most valuable and extensive passenger traffic, that which, moreover, travels to and fro in streams varying but little in magnitude throughout the working hours, must be denied to street railways in the metropolis, while the less profitable remnant will, at least for a long time, be divided more or less equally between the existing omnibus service and the tramways.

But even if the whole of the metropolis could be provided with a system of horse railroads, if all the omnibuses which now ply in the streets could be removed, and the more commodious cars be substituted in their place, there would even then be but a small number of passengers compared with that conveyed in New York available for producing a profitable result.

During last year there were about 42,000,000 of passengers carried in the vehicles of the General Omnibus Company; compare this number with the 115,747,000 people conveyed by the horse railroads of the New York State. To the total first mentioned must of course be added the passengers carried in omnibuses other than those of the General Company, but allowing for these upon the most liberal scale, the total would still be less than one-half of the New York traffic.

Now of all those passengers thus carried in the metropolis, only a comparatively small number are conveyed over those routes which would be admissible for tramways; or, to state it more precisely, a large proportion are conveyed in omnibuses entirely within the districts unavailable for tramways, and perhaps an equal number travel over roads suitable for horse railways, into those prescribed districts and would therefore be lost to the cars, and secured to the omnibuses. To take a case in point: a passenger journeying from Brixton to Oxford-circus would surely accept the accustomed inconvenience of the omnibus, if by doing so he secures an unbroken journey and a single fare, advantages the tramway cannot offer.

So that apparently the traffic that may reasonably be anticipated for horse railroads, is that to be obtained upon main suburban roads, from passengers whose destination lies within a reasonable distance within the prescribed terminus of the line, and this traffic has again to be divided with the omnibuses which would run in keen opposition. Then the sources of revenue would be apparently cut down to a somewhat fine point. To a considerable extent, doubtless, success or non-success would be affected by the fares charged, and here again we turn to American experience. The standard fare of the United States' tramroad is three-pence. That on the London tramways may be taken on the average as 2·5d., and the present average fares per passenger on the General Omnibus Company are 3.07d. The mileage made by the omnibuses of the General Company during the past year has been about 12,500,000 miles, to carry 42,000,000 persons; that of the New York tramways to carry 115,747,000 passengers, was 18,636,000 miles. The average receipts per mile run in the one case is therefore 10·38d. as against 18·5d. per mile on the American lines. Those figures show that the average number of passengers carried per mile in the former case is 3·36, against 6·21 upon the American tramways, equal to a difference of 54·1 per cent.

Under these conditions, the horse railways of New York ought to be in a flourishing commercial position, and an inspection of the table on the next page gives us an exact knowledge of their cost, expenses, and earnings.

It will be seen that among the tramways enumerated in this table, six are paying handsome dividends, and 12 give no income at all. Of the latter class three are worked at a loss.

Without any exception the six profitable lines run through the most crowded parts of New York or Brooklyn, and carry collectively over a million more passengers than all the others, whilst their total length is 35 miles less than that of the non-paying lines.

These results would appear to point conclusively to the fact that, as commercial undertakings, a system of metropolitan horse-working tramways cannot be wholly successful in even under the most favourable circumstances, and as the conditions under which the street railroads constructed, or proposed in London, are not the most favourable, we cannot anticipate such good results from their working as generally prevail. The report of the North Metropolitan Tramways Company, published recently, scarcely goes, however, to confirm this conclusion, and the returns of income and expenses vary greatly from those in similar American reports. It may be worth while investigating how these differences exist, for they may perhaps prove that with a traffic far below that obtained in New York, and lower rates of fares, the difference in first cost and subsequent working expenses may turn the commercial scale in favour of tramways, and this point we propose to investigate at an early opportunity.

[A table which is appended to this article shows that of the six street railways in New York, one pays 8, three 12, and two 10 per cent.]

DR. DE JONGH'S LIGHT BROWN COD LIVER OIL.—"We have pleasure in calling attention to Dr. de Jongh's Light Brown Cod Liver Oil, which, as proved by numerous analyses, contains the active principles in a state of purity and concentration not to be obtained by the ordinary processes. Its therapeutic action on the animal economy is perfectly identical with that of the pale oil, but it is devoid of the nauseous taste and smell which render the use of the latter so disagreeable to many patients. Its extraordinary efficacy in all cases of Pulmonary Consumption, Bronchitis, Asthma, Rheumatism, Gout, Rickets, Infantile Wasting, Chronic Skin Diseases, and other affections of the glandular system, is now fully established. Sold only in capsuled Imperial Half-pints, Pints, and Quarts, by all Dealers, and Chemists, and Storekeepers. Sole Consignees, ANSAR, HARFORD, and Co., 77, Strand, London.

THE NEW DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

WE yesterday received several important papers on this subject. A despatch of the Government of India to the Secretary of State, and the reply thereto, are reproduced below. The other papers are a correspondence which passed in 1869 between the India Office and the Manchester Cotton Supply Association, and which has been either wholly or partly published before:—

DESPATCH FROM THE GOVERNMENT OF INDIA TO THE SECRETARY OF STATE FOR INDIA, DATED 6TH APRIL 1870.

THE experience of the last few years has led us to the belief that much administrative and material advantage would be obtained for our Indian possessions, if more systematic measures were taken for securing constant and intelligent efforts, on the part of this Government, for the improvement and development of the agriculture, commerce, and industrial arts of India. We are satisfied that closer attention should be given to the great products which constitute the staples of our agricultural and manufacturing industry, and of our export trade. A very important portion of our fiscal system is that concerned with the management of the revenue derived from those products, or dependent on the commercial transactions of the people, and few more serious duties devolve upon this Government than that of exercising the closest and most rigid supervision over the administration of this branch of the public income.

2. In the construction of canals and railways and other great works of improvement, the Government of India has done, or is doing, more than has perhaps ever been attempted by any Government in the world. By such works the productive powers of the land will be greatly increased, and additional facilities will be given to internal transport. A vast stimulus will thus be afforded to the material prosperity of the country, but a field of improvement of a character not less really important still lies before us.

3. Of all branches of Indian industry, agriculture, which constitutes the occupation of the great mass of the people, is by far the most important. We believe it to be susceptible of almost indefinite improvement. It is not necessary to dwell upon the obvious and vital necessity of increasing, in every practicable way, the supply of food available for the people of India. How this consideration affects all the prospects of the permanent material advancement of the country has, of late years, been painfully and repeatedly shown by the terrible famines which have taken place, and to the recurrence of which we shall ever be liable until the production of cereals is rendered more certain and the facilities of conveyance immensely developed. For many generations to come, the progress of India in wealth and in civilization must be directly dependent on her progress in agriculture. In India agricultural and commercial progress go together. Agricultural products must long continue to constitute the most important part of our exports; and the future development of Indian commerce will mainly depend on the improvement in the quantity and quality of existing agricultural staples, or on the introduction of new products which shall serve as materials for manufacture, and for use in the industrial arts.

4. The efforts of the Government of India and of English enterprise in such a direction have, doubtless, been very beneficial in their results. Thus, important progress has been made in regard to cotton. Large sums of money were spent, in former years, in attempts to improve its cultivation, but with little useful result, owing to the mistaken system under which they were made. Renewed attention has been more recently given to this subject with much better effect, and the extreme importance of doing all that is possible to improve and develop the cultivation of this great staple is fully recognized by the Government. Jute, which not long ago was hardly used, has become an article of first rate commercial interest. The partial success of our tea, coffee, and cinchona plantations shows what has been and may be done in introducing into India new and valuable products; the world derives from India nearly the whole of its supply of indigo. Other illustrations might be given to the same effect, but, speaking generally, it cannot be denied that Indian agriculture is in a primitive and backward condition, and we think that it must be admitted that the Government has not done for its improvement all that it might have done.

5. To state exactly what measures the Government ought to take in the past, or what course it should follow in the future, is undoubtedly not easy. It is hardly too much to say that scientific knowledge of agriculture in India has at present no existence. The common belief has been that the natives of this country can, in respect to the processes of agriculture, derive little or no benefit from any instruction which European science can give them. Such a belief rests, perhaps, upon observation of the obvious progress which has been made in many of the elementary requirements of agriculture, in regard to tillage, rotation of crops, and so forth. But it has often been lost sight of that this sort of knowledge is only rudimentary and empirical, and that recent experience in all parts of the civilized world shows conclusively that there is no branch of industry in which the effects produced by the intelligent application of science are more certain or more remarkable. We cannot doubt that, when the light of science has been properly brought to bear upon Indian agricultural experience, the results will be as great as they have been in Europe.

6. If the Government believes this to be true, it ought to act on that belief. There is perhaps no country in the world in which the State has so immediate and direct an interest in such questions. The Government of India is not only a Government, but the chief landlord. The land revenue, which yields twenty millions of our annual income, is derived from that portion of the rent which belongs to the State, and not to individual proprietors. There can be no doubt that throughout the greater part of India, every measure which can be taken for the improvement of the land, and for increasing its productive powers, immediately enhances the value of the property of the State, and adds ultimately to the public resources without the imposition of any fresh burden on any class of the community.

The duties which in England are performed by a good landlord fall in India, in a great measure, upon the Government. In England a constant stimulus is given to the improvement of the land by the action of intelligent landlords and farmers who know the value of the application of practical and scientific knowledge. In India such stimulus can hardly be given, under present circumstances, except by the Government, and, speaking generally, it may be said that the only Indian landlord who can command the requisite knowledge and capital is the State.

7. The Government has always, if not by extensive practice, at least by its legislation, recognized the duty which devolves upon it of giving assistance to the proprietors of land, for the construction of permanent works of agricultural improvement. The system of giving advances of public money, usually called *tuccavee*, for these purposes, has prevailed more or less since the passing of Regulations II. and XIV. of 1793, up to the present time. The security is complete since the land is responsible for the repayment of advances made. The system is identical in principle with that which has been carried out in England and Ireland, with admirable results, by means of the Land Improvement Acts. We are satisfied that this principle may receive a much wider development in India than has hitherto been given to it. No sounder or more useful principle could be acted upon by a Government which desires to make the resources of the State available for the promotion of the wealth and improvement of the people.

8. The class of works for the construction of which the assistance of the Government might properly be given to the owners and occupiers of land, would not be difficult to define. Advances of money should be usually given for that description of work only which can be designed and carried out efficiently under the direction of the local proprietors themselves. These advances should not be made for great works requiring, in their design or construction, engineering skill of a high order, or the employment of large bodies of laborers. Such works must necessarily be undertaken by the Government through the Department of Public Works. The works for which advances might properly be made would commonly fall into some one of the following classes:—

(1.)—Wells and other works for the storage, supply, or distribution of water for agricultural purposes, and the preparation of land for irrigation;
(2.)—Drainage;
(3.)—The reclaiming of land from rivers;
(4.)—The protection of land from floods;
(5.)—The reclaiming, clearing, and enclosing of waste lands for agricultural purposes;
(6.)—The clearing of land from stones or other obstacles to cultivation.

9. It will not be difficult to devise and bring into operation a system under which advances of money might be made by the Government for works of this description, mainly through the agency of the district officers of the Government, and with complete security against loss; and the benefits derived from such an application of capital to the permanent improvement of the land might be of almost incalculable importance. We think that there are no objects to which a portion of the loans which we propose to raise every year for reproductive works, could be more advantageously and properly devoted. The extension of irrigation canals, and the development of our railway system will necessary stimulate agricultural industry and the importance of facilitating to the utmost the prosecution of minor works of land improvement will, under such circumstances, be especially great. This subject has been, for some time past, under our consideration, and we hope to be shortly in a position to deal with it in a comprehensive manner.

10. Another matter in which much may undoubtedly be done by the Government, is the improvement of the breeds of horses and cattle, and of other domestic animals. The Government stands have hitherto done little in this respect for the benefit of the country at large. They have been maintained primarily for military purposes, and have been managed on a very costly system under which little advantage has been obtained for agricultural or other interests.

Measures are also urgently required for preventing and alleviating the disastrous murrains which so frequently occur in this country, and which are lamentable and ruinous causes of injury to Indian agriculture.

ur attention, as your Grace is aware, has recently been directed to the fisheries of India. This is a subject which has hitherto been little cared for, but which appears likely to prove of considerable economic importance.

11. It is unnecessary to enlarge on the measures that may be taken by the Government itself for the improvement of the stock and quality of the great staples of Indian agriculture, and for the introduction of new products. The Government must ordinarily, in respect of such matters, act chiefly by indirect means. Excepting under special circumstances, it cannot with advantage attempt to carry on any of the operations of agriculture. In regard to this as to other branches of industry, the State may do much to foster and encourage the efforts of private individuals, but it can do comparatively little through the direct agency of its own servants. Nevertheless, the exception to this rule will, in this country, be important, and we believe that it may often be the duty of the Government to act as the pioneer to private enterprise. It has done this to some extent already. Thus, for example, the introduction of tea and cinchona cultivation into India has been mainly due to the Government.

The improvement of Indian cotton, by the introduction of exotic seed, has been attempted by the Government, but, hitherto, without much practical effect. It has become manifest that the results that are so much desired can only be secured by careful and prolonged experimental cultivation, and there can be little doubt that this may be more effectively conducted under Government supervision than by any other means. Similar remarks will be applicable to the improvement of other Indian fibres, for which a very large demand might be established in the markets of Europe. We have, as your Grace is aware, within the last few months taken special measures with the object of improving and facilitating the preparation of rhea fibre, which has such remarkable capabilities for use in textile fabrics.

The cereals of this country demand similar attention. Rice, wheat, and other grains are frequently of an inferior description, and by the careful introduction and continued use of selected seed of a superior character great improvements might unquestionably be made. The same may be said of the oil seeds, the pulses, and other products.

12. In their well-known despatch of the 19th July 1854, on the subject of education in India, the Court of Directors referred with approval to proposals that had been made for teaching practical agriculture. Quoting the words of Dr Mouat they said that there was "no single advantage that could be afforded to the vast rural population of India that would equal the introduction of an improved system of agriculture." Unfortunately the means of obtaining agricultural instruction are no better now than they were when this despatch was written fifteen years ago. We do not disguise from ourselves the difficulty of affording to Indian landlords and cultivators the means of obtaining scientific and practical knowledge for the improvement of agriculture. But the difficulty of the work ought not to discourage the Government from doing everything in its power to develop this important branch of education.

13. In Europe, progress in the direction to which we have referred has been mainly based on private effort, and on the application of the intelligence of the agricultural classes themselves to the ends in view. In almost all civilized countries, however, in which, unlike England, the form of Government is centralized, the efforts of the people are powerfully aided by the co-operation of a State Department of Agriculture, which works in part directly through its own agency, and in part through agricultural and other societies. Even in India such societies have been extremely useful, and they might properly receive more encouragement from the Government than has hitherto been given to them. But we cannot expect to obtain in this way any great results. The work that is performed by the great agricultural societies of Europe must be performed in India by the Government, or not at all.

We are thus brought to the conclusion that the formation of a separate department of the Government for the care of these great interests ought no longer to be delayed.

14. Such a department would take cognizance of all matters affecting the practical improvement and development of the agricultural resources of the country.

The general scope of this part of its operations has been already sufficiently indicated. Its functions, however, would not be confined to the active direction of such measures.

The periodical collection and publication of agricultural statistics is another duty which properly devolves upon the Government, but to which little attention has hitherto been paid. The knowledge derived from such statistics, which give the results of the experience of the past, must form one of the main foundations of measures of improvement. Such records will, at the same time, be of the greatest practical value to the agricultural and trading communities, by giving to them trustworthy information regarding the actual results of each year's harvests, and by affording them solid grounds for anticipating the resources and the wants of

India," and that this scheme has, with the view of conciliating the opposition of the dissentient members of your Council, been reduced to the more moderate dimensions of recommending the appointment of a Director General of Agriculture and Commerce under the Home Secretary, whose functions are to "embrace all matters connected with the administration of the land revenue, salt, and opium, with the development of all branches of the material resources of the country, and with statistics of every description."

17. It appears to me to be hardly possible to place an officer charged with these important duties in even nominal dependence on a Secretary whose general work would be of an altogether different character. It will, I consider, be necessary in the first instance to make a much more complete inquiry into the present distribution of work among the several branches of the Secretariat than has yet been attempted, with the view of ascertaining precisely the amount of relief that will be afforded by the withdrawal of the work which will be transferred to the proposed department, the extent of the work still remaining to each office, and how far they will be able to contribute, out of their existing establishments, towards the formation of the working staff of the new office.

18. You will of course endeavour to keep the cost of the remodelled Secretariat within moderate limits; and it appears to me that some reduction of work will probably be found practicable, without detriment to the public service, in the discontinuance of returns, reports and references which are now in many instances needlessly required from the subordinate Governments and Administrations. It should be remembered that the chief revenue work of the Empire is conducted by the local Governments, by whom all measures of improvement must chiefly be carried out. These Governments, from their constitution and experience of the districts which they administer, are fully competent for the duties required of them, and can only be embarrassed by a too minute interference with their proceedings. It seems to me essential that the proposed office should be founded on the understanding that, at least so far as the Governments of Madras and Bombay and the Lieutenant Governors are concerned, its duties will be most efficiently performed by confining them to a general supervision of the principles of revenue administration, and by scrupulously avoiding all interference with details and with the ordinary powers of the local authorities. Special care must be taken that the concentration of the work under one head does not lead to the creation of business.

19. The head of the proposed department will, I presume, require one, if not two skilled assistants, selected for special competency; but I should hope that the general staff of the office might be altogether provided from the clerks who might be transferred from other branches of the Secretariat, which will then find themselves relieved from an appreciable portion of their present work. You will furnish me with a full statement of the proposed establishment of the new office, showing its cost, together with the savings which may be effected in other departments, and also carefully prepared information as to the duties which will remain to be performed by those departments; but I desire that no action may be taken in the matter until my formal sanction shall have been received.

20. The proposed department, if established, should be designated the "Department of Revenue, Agriculture, and Commerce."

21. It appears to me that, in devising and commencing measures of agricultural improvement, much advantage might be gained by gradually extending the scope of the duties and the spheres of the operations of the Cotton Commissioner in the Central Provinces and the Berars. The reports of that officer show that he has not limited his care to the particular duties for which he was appointed, and which he has discharged with acknowledged success, but that he has also bestowed much attention on Indian agriculture generally.

22. In inaugurating the department, to which will be committed the charge of the general supervision of all the great branches of revenue, it appears to me that great care must be taken in clearly defining its relations with the Finance Department, which depends on those sources for its means of action.

23. With regard to the land revenue, on which the Finance Minister cannot operate for Budget purposes, its administration may be left without other control than that of the Supreme Government. In respect, however, to the miscellaneous branches, particularly salt, opium, and customs, it would appear necessary that some means should be devised to obviate any antagonism which might possibly arise between the views of the Financial Minister, proposing to legislate in the interest of the revenue, and the views of a department specially charged with the support of the interests of commerce and agriculture. From the remark in paragraph 17 of your despatch, that "if such a department had existed, it could never have tolerated the continuance of duties such as those which are still levied on sugar exported from the North-West Provinces across the inland customs line," it is clearly your Excellency's intention that such a department should possess a potential voice in matters of commercial legislation. Such a course might cause embarrassment to the Minister charged with the control of the finances, and it seems to me important that means should be taken to guard against it.

24. The distribution of business among the members of Council rests of course with the Governor General for the time being. It would seem to be scarcely possible to place in the hands of the Financial Member, possessing, it may be, no Indian experience, the supervision also of the Department of Revenue, Agriculture, and Commerce, but it is open to remark that such an arrangement, if found practicable, would effectually remove all danger of antagonism.

25. Under existing rules, all propositions for expenditure, in whatever department they may arise, are subjected to the scrutiny of the Financial Department before they are submitted for sanction. In the same manner, it appears to me, while the ordinary administration of the miscellaneous branches of revenue might be left to the supervision of the proposed department, it might be laid down as a rule that all suggestions for changes directly affecting their financial results, such as alterations in the rates of customs duties, in the duties on salt, in the rates of Malwa opium, pass duty, in the prices to be paid for Bengal opium, should, in the first instance, be submitted to the Financial Department, and be brought before the Council by the member having charge of that department. Such a course of proceeding would, as it seems to me, reduce to the lowest point even if it did not altogether remove, all risk of inconvenient antagonism.

26. Having said thus much, I shall only add that I attach much interest to the consolidation into one department of all matters affecting revenue, agriculture, and commerce, on the basis, though not in the precise form, which is suggested by your Excellency in Council, and that I shall anxiously await your reply.

PICKINGS FROM "PUNCH"

OF DECEMBER 31.

MISNOMER.

"It is," says some paper, "The Union Insurance Co. that has forbidden its clerks to marry under a salary of £150 per annum." Surely not the *Union* Company.

A "SELL"

(We've all got our little weaknesses. Brown's little weakness is this: When he and Mrs. Brown go to a dinner-party, they do it in style; and he naturally likes his entertainer's flunkeys to think that the equipage he has hired for the occasion is his own.)

Brown (in a loud voice)—"O—a—Come for us at eleven, John."

The Coachman (in a louder)—"Hall right, sir! *What name shall I hook for?*"

WANT OF TACT.

Arguing with an opponent who is lame, and assuring him that he has not a leg to stand on.

Telling a man with only one eye (in an insinuating way) that you would like to get on his blind side.

Urging a friend who stammers not to hesitate to express his opinion.

Declaring to the possessor of a false set that you mean to do it in spite of his teeth.

Informing an acquaintance, who never has his glass out of his eye, that you consider he takes a very short-sighted view of things.

Telling a man who squints that you are sorry you cannot see the matter as he sees it.

PEOPLE WE HAVE NOT MET.

A hairdresser who can cut your hair without venturing to make any cutting observations on it.

A waiter at a city dinner, whose white gloves are not big enough for either Gog or Magog.

A linen-draper's shopman who will be content with selling a lady what she wants, and will not worry her to buy a dozen things she doesn't want.

A Shakespearean commentator who will abstain from twisting simple passages into thoroughly obscure ones.

An habitual criminal in the art of punning, who will avoid using a word because he sees there is a joke in it.

A railway guard or porter of sufficient self-control to shut a carriage-door without violently banging it.

A TRAGICAL TALE.

There was no doubt she did it. It could not be concealed. Traces of it were too evident. Indeed she did not attempt to deny it. No one was by when it was done. Her mistress had only been speaking to her a few minutes before it happened. She was detected in the very act. A policeman was passing at the moment, and saw her through the area railings at the kitchen window. She was hardened enough to look up from what she was doing and smile, and not to blush. It came out that this was not the first time. And she declared she would repeat it. It was cleverly done. In a very brief space of time all signs of it would have disappeared. Yes, there could be no doubt of it—the law must take its course—she had smothered—a rabbit in onions!

A YOUNG SMOKER.—A remarkable instance of early acquaintance with the virtues of tobacco was brought under the notice of the Pathological Society on Tuesday evening by Dr. Dickinson, in a boy three years of age, an in-patient of the Cauldre's Hospital in Great Ormond street. The boy was admitted with marked symptoms of that form of paralysis known as locomotor ataxy, which is extremely rare at an early age, and the peculiarity of his case consisted in was that he was an habitual smoker. It appears that he early evinced a remarkable objection to female society, and preferred marching about with his father, who was a gamekeeper, and sharing his comforts, including a short pipe and strong tobacco. When admitted into the hospital, an inquiry into the history of the case elicited the fact of his being a smoker; and on testing his predilection in this respect when in the hospital, he exhibited a proficiency in the art which could have only been acquired by some precocious and inveterate smoking that particular vegetable product which is known to the initiated by the name of "slug."—*The Lancet.*

THE CURRENCY BILL.

IMPORTANT SPEECH BY SIR R. TEMPLE.

(Concluded from Saturday's Gazette.)

(VICEREGAL LEGISLATIVE COUNCIL, JAN. 13.)

I will conclude by making a few remarks about the currency notes being used for remittance. I believe that there was a good deal of jealousy on the part of the Treasury and Financial officers on this point. Perhaps it was not unreasonable at first. But until we give up being jealous, on this point, we shall never get our currency properly developed. People will use notes for remittances when they can profitably do so. They will use the notes as they like, and for whatever purpose they choose—or, they will not use them at all. Experience is tolerably certain in that respect. If we interfere, we may give up all hope of extending our paper currency, or of increased profit to the State from this legitimate source. It appears to be considered that if it can only be shown that notes are used for purposes of remittance, there is a *reductio ad absurdum*. I think it is a reduction to something very reasonable, and not absurd. It is indeed difficult to say the extent to which notes are used for remittances. It is commonly supposed, as the Council are aware, that notes used for remittance are sent in halves through the Post Office. It is possible that all or nearly all notes cut in that manner are used for the purposes of remittance. Now, it might be useful to know what is the proportion of notes which are in halves, and are commonly termed "cut notes."

Take the return for last year of the cut notes received at the Currency Offices. The percentages of cut notes on total receipts were as follows: Of ten rupee notes it was 9 per cent.; of the twenty rupee notes, it was 13 per cent.; of the 50 rupee notes, it was 22 per cent.; of the 100 rupee notes it was 20 per cent.; of the 500 rupee notes it was 19 per cent.; and of the 1,000 rupee notes it was 9 per cent. Well, the Council will see that these percentages were not very high. If the proportion of cut notes be taken as a test, then the quantity of notes used for remittances would seem to be small. However, the test is not by any means perfect, but as far as it may be valid at all, it would show that the proportion is not so great as is commonly supposed. But if it really be that the notes are used for remittance to a great extent, then it is presumable that the notes so used would chiefly or largely belong to the highest denomination, Rs. 1,000. If remittance is greatly done by notes at all, it must be by Rs. 1,000 notes. Now if these notes were constantly or usually used for remittances it would follow that their circulation would not increase: as fast as they went out, they would come in again—and so the circulation would continue much the same. But what is the fact? In 1864-5, of Rs. 1,000 notes we had out 5½ millions. In 1869-70, we had out 7 millions. It is within these few years that the circulation has doubled. How then is this to be accounted for? If these notes were used simply for remittances, and were constantly coming in to be cashed, this would be quite inconsistent with the fact of this cent. per cent. increase. It would appear either that they are taken out for other purposes besides remittance in the first instance, or that having once got out for remittances they stay out for circulation. Partly also the increase is to be accounted for by the fact that the banks in the presidency towns and wealthy individuals use these notes as money reserves. That is of course undeniably a most legitimate use for these notes. On the whole this increase shows that it is very doubtful whether these notes are used for remittances, pure and simple, to the extent commonly believed. But assuming that they are so used, I say that this is not a matter to which we should offer any impediment or objection whatever. In the first place the use of these notes, even for remittances, greatly accustoms the influential classes of the natives of India to the sight of paper money. By using them the natives got accustomed to handle them, to post them, to cut them, to despatch them, to receive them, and then by constantly presenting them for payment at offices of issue, and by taking silver for them across the counter, they come to consider them as good as silver. All this tends to establish the popularity of notes.

Then these are the very classes whom we want to indoctrinate with ideas of a paper currency. These are the very people whom we wish to teach how to receive notes without discount whenever presented to them by their customers. If they come to consider the notes to be as good as silver, they would regard them in that light when presented, and receive them accordingly. We should hear then much less of shroffs (native bankers) refusing to receive those notes without discount. In fact I cannot imagine anything more beneficial to the propagation of our circulation than the accustoming of these influential people to the use of notes, for any purpose whatever, be that purpose what it may. Then, again, the use of these notes for remittance must be a great convenience to trade. Now if we can subserve or promote purposes of commerce, without any undue loss to the State, or without the violation of any sound economic principle, in the name of common sense, what objection is there to this? For what are all these arrangements made unless for the public convenience?

There is special reason why we should facilitate the circulation of notes in India, for, as compared with European countries, the circulation of our notes occupies a very large proportion of the general medium of exchange.

In England, as everybody knows, one of the largest elements in the medium of exchange consists of bills and cheques. In London 97 per cent. of the exchange appears to be done by bills, 2 per cent. by notes, and about one per cent. by coins. But in India, as the mercantile members of the Council know, our currency is not so largely supplemented by bills. We have no clearing house; we have not those infinite facilities for the use of bills and cheques. I am not sure, that I can state what proportion of the medium of exchange in Calcutta consists of bills. There are indeed statistics available, but I am informed that they are not reliable. However, I may say that so far as we know, in our medium of exchange, bills do not bear a larger proportion than sixty per cent. Compare that with the 97 per cent. in London. Well the 60 per cent of bills in Calcutta appears to leave 30 per cent. consisting of notes, the remaining 10 per cent. consisting of coin. I say that I am not sure that these proportions regarding Calcutta are quite correct. But even if they are approximately correct they show the large place occupied by notes in our medium of exchange and the immense importance of paper money to the mercantile community in India; that is one reason why we should do all we can to facilitate the circulation of notes of all denominations, high and low.

Still there are certain objections urged by persons of great authority against our being too ready to acquiesce in the use of notes for the mere purpose of remittance. And I will for one moment ask the permission of the Council to answer some of these. We are told that the practice interferes with hoondians, that is the premium or commission which is charged by native bankers upon their bills of exchange. Now suppose that it does interfere. Nobody complains of that. Why, this very class who receive hoondians are the persons who use notes for remittance and advocate the practice. Of course they cannot complain that their own hoondiana is disturbed or interfered with by a method which they themselves were the first to introduce and to foster. I suppose it would be regarded by them as a matter of profit and loss. It is probably in their eyes as broad as it is long,—on the one hand they would make less money by hoondians on the bills they grant to others, on the other hand they would save hoondians on the bills they have to obtain for themselves. It simply comes to this, that as a medium of remittance they prefer Government notes to the native hoondee or bill of exchange. Probably they assume that the Government note is more certain to be cashed than the native hoondee while the rate is never unfavourable. At all events, they are the best judges of their own interests in the matter, and it is useless for us to trouble ourselves about it, considering that the classes most interested don't complain. Then I am told that it would compel us to keep up larger cash balances all over the country. But you may remember that the fact of these notes getting out in great quantities, indicates that precisely similar amounts must have been paid into our cash reserves, as notes are issued only against coin. If so many million worth of notes get out, there must have been so many millions of cash paid in somewhere. In that case then the general cash reserve must be proportionally strong. And our task would be to distribute it where most needed to support our paper money.

It was urged thirdly, that to sanction this practice, would be merely to put upon Government a charge for remittance. I fully acknowledge that such an expense might occasionally accrue. But I would ask the Council to consider what such charge might amount to. The expense of transporting a million in coin might be one-half per cent. In reality, in most conceivable instances, one quarter per cent. Now what would this amount to on one crore of rupees or one million sterling, only half a lac or £5,000 at half per cent.; and at a quarter per cent., Rs. 25,000. At an expense of 2 lacs or £20,000, we could move about 4 crores of silver, at half per cent.; while at quarter per cent. we could do it, for one lac or £10,000. The above is rather an extreme case, and even in that case the cost would be small. But we should probably never have to move so much as this, and the cost would ordinarily be much less. But supposing we did have to incur an expense of say one lac in moving 4 crores about the country, for the purpose of cashing all the notes of the highest denomination used for purposes of remittance; that would so far diminish the profit to Government from the Currency Department. Now what are these annual profits? The gross profit for the last year, 1869-70, was 16½ lacs. Out of that we spent 2½ in the establishments and other charges of the Department; leaving a nett profit of 13½ lacs. Well, if we have to spend a lac in moving silver for meeting remittances, pure and simple, the effect would be to deduct one lac from 13½ lacs of profit. The question then arises, whether it is worth while to incur that risk and that charge. I say, without doubt, that it may well be worth while. I should not be very sorry to see such a state of things occur. We might have a run upon our cash reserves, and we should meet it with the utmost promptitude and efficiency, and having so provided for it, I should expect that our paper currency would thereafter be increased. The prestige of the department would rise and the public confidence would be strengthened. The circulation ultimately expanding, the limit of investment of securities would be extended, and the profit of the State would increase. Thus a lac spent in moving about the silver would in the highest sense be reproductive, and would fructify a hundredfold in future years.

Such, then, are the various points which I have to bring before the Council in reference to the two parts into which I have divided my speech; firstly, as to the five rupee notes—the reasons why we propose to issue them; and secondly, the measures we are resolved to take for facilitating the cashing of notes all over the country; being, so far as they go, steps directly towards the establishment of the "universal note." I dare say that in the course of a not very long time we may extend facilities for cashing notes still further. I am sanguine that the Council would consider these to be important improvements in a monetary point of view. The Council will remember that in past years much attention has been given to the paper currency by the Financial Department of the Government of India. The late Head Commissioner, Colonel Hyde, gave much consideration to this subject. The present Head Commissioner, Mr. Harrison, whose ability is well known to the Council, and his very able deputy, Mr. Gay, have been giving the same continuous attention to these matters, specially to those which I have brought before the Council to-day. I hope that the results will show that our management of this department is such as to justify the confidence which the Council has from time to time evinced in sanctioning legislative measures for establishing a sound paper currency throughout British India.

MR. GLADSTONE AND HIS TRADUCERS.

MR. GLADSTONE has replied to two letters which have appeared in the *Rock* newspaper, referring to an assertion by a lady that the Premier was received into the Roman Catholic Church at the same time as herself. His secretary writes as follows:—"10, Downing-street, Whitehall. Sir,—I am directed by Mr. Gladstone to acknowledge the receipt of a letter, dated the 18th inst., written by you on behalf of the committee of the Birmingham Protestant Association, asking him 'whether he can, in justice to himself and the British nation,' allow certain letters, which have appeared in a newspaper called the *Rock*, stating that he had been received into the Church of Rome, to be propagated if untrue. Mr. Gladstone desires me to thank you for your letter, and to inform you in reply that he cannot undertake to contradict this or any other imputation which is alike foolish and insulting. He is quite content to leave this matter to the good sense of his countrymen; for if his acts do not confute such imputations, he is convinced that his words will not do so. Mr. Gladstone begs that you will use your own discretion as to the publication of this correspondence in the newspapers.—I am, sir, your obedient servant, AGERNON WEST. December 24."

AN EXTRAORDINARY PERSONAGE.

THE "Besieged Resident" in Paris describes the scenes he witnessed at St. Denis on the day of the last sortie:—

"Everybody was in the streets, asking everybody else for news. The forts all round it were firing heavily. 'The Prussians will be here in an hour,' shouted one man; 'The Prussians are being exterminated,' shouted another. 'What is this?' shouted the crowd as Monseigneur Bauer, the bishop *in partibus infidelium* of some place or other, now came riding along with his staff. He held up his two fingers, and turned his head right and left. His Pastoral blessing was, however, but a half success. The women crossed themselves, and the men muttered 'farceur.' The war which is now raging has produced many humbugs, but none to my mind equal to this bishop. His great object is to see and to be seen, and most thoroughly does he succeed in his object. He is a short, stout man, dressed in a cassock, a pair of jack-boots with large spurs, and a hat such as you would only see at the opera. On his breast he wears a huge star. Round his neck is a chain, with a great golden cross attached to it; and on his fingers, over his glove, he wears gorgeous rings. The trappings of his horse are thickly sprinkled with Geneva crosses. By his side rides a standard-bearer, bearing aloft a flag with a cross on it. Eight aide-de-camp, arrayed in a sort of purple and gold fancy uniform, follow him, and the *cortège* is closed by two grooms in unimpeachable tops. In this guise, and followed by this état major, he is a conspicuous figure upon a field of battle, and produces much the same effect as the head of a circus riding into a town upon his piebald horse. Visiting and afternoon reception dresses are trimmed with fur, satin, fringes (either of chenille or silk), and feathers. For dinner and evening dress, laces of all kinds is greatly in fashion, headed by satin bands or feathers. Colours are trimmed with black, or shades of the same. Neutral tints are also trimmed. Grey and violet, or claret colour, are very fashionable mixtures. The cloth cloaks for this month are generally double-breasted. They are bound with velvet. The velvet cassques for visiting dress are profusely ornamented with lace, jet, and feathers. They are made with body and basque over looped-up tunic skirt. The gipsy bonnets are still very much worn. They fit so nicely to the head, without disarranging the coiffure, that they are likely to remain long in favour. Ball, dinner, and reception dresses are made excessively long and full in the skirt. The three front breadths are still worn gored to the figure, the remainder being in handsome plaits. The manteau de cour is most elegantly worn; it is either open from the sides of the waist or made with an apron-piece, rounded or square in front. Satin is very much worn for evening dress, either as a complete toilette or as a train over an underskirt of thinner material. Lace tunics over satin or even velvet dresses are very elegantly worn. This season's opera cloaks and sorties de bal are very elegant; they are generally made with sleeves, though the Burnous is too convenient a shape ever to go out of fashion. Flowers are not used with quite so reckless a profusion on balldresses as they were last winter, and dresses are none the less elegant for this moderation. A small quantity of crinoline is absolutely necessary to support the dresses of the day. With heavy materials to sustain them; with tulle ballrobes and such light fabrics it is also required. Gloves are no longer worn with such an exaggerated number of buttons—three or four at the wrist are considered sufficient.

REPORT ON EXPLOSIVES.

THE Committee on explosives have forwarded to the War Office reports on the progress of their investigation at Woolwich. In the memorandum of instructions forwarded to the committee from the Secretary of State for War, their attention was specially directed "to the importance of an early determination of the description of gunpowder whose employment in large charges is attended with the least risk of overstraining the guns," and they were desired to report progress from time to time on this part of the question. It is stated that their experiments hitherto have shown that there is no difficulty in producing a description of powder much better suited for use in guns of large calibre than the present service powders. From the numerous samples tried, five descriptions have been selected for illustration, viz., Fossil meal powder, Russian pebble powder, Ritter prismatic, and pebble powder. The guns with which the tests have been made are 8-inch and 10-inch muzzle-loading wrought-iron smooth bores, which have been tapped in several places, and fitted with Rodman's pressure gauges, and a new "crusher" gauge, made in the Royal Gun Factories, these being both designed to ascertain the pressure caused by the explosion, and, with Captain A. Noble's chronoscope and the Navez-Leurs apparatus, to determine the velocity of the projectile. The results, as given in detail by the committee, are, so far as they have gone, favourable to a powder having a density of 1·732, a single round (60lb.) of which gave 40 feet more velocity than a like charge of the service rifle large-grain powder, with only two-fifths of the pressure. The committee intend to continue the experiments with rifled guns, and also to determine the proper charges for guns, and various calibre, and, in the meantime, they recommend the adoption and manufacture of pebble powder, the production of which involves little departure from the existing system of manufacture, and that steps should be at once taken for acquiring further information on the subject. The attention of the committee has also been directed to gun-cotton, but their proceedings in this branch of the inquiry have been confined to a few tentative trials with gun-cotton cartridges, modified in various ways to obtain velocity and regularity equal to what are given by the service cartridge.—*Globe*, Dec. 30.

FASHIONS FOR JANUARY.

VERY brilliant colours, either plain or mixed, so it is said by *Le Follet*, are worn for evening dress. Morning dresses are not very full in the skirt, and have flat plaits at the back of the waist; many of them are cut in one with the body as far as the seams under the arms, the back of the skirt cut separate, and plaited to the waist. When a train is worn, it is long and plain, pouffs and paniers being reserved entirely for more dressy occasions. Frills and flounces are not quite so universal as they were a few weeks ago, crossway bands and rouleaux being more suitable for thick fabrics. Velvet is very much worn as a garniture—either ribbon velvet or cut from the piece. Visiting and afternoon reception dresses are trimmed with fur, satin, fringes (either of chenille or silk), and feathers. For dinner and evening dress, laces of all kinds is greatly in fashion, headed by satin bands or feathers. Colours are trimmed with black, or shades of the same. Neutral tints are also trimmed. Grey and violet, or claret colour, are very fashionable mixtures. The cloth cloaks for this month are generally double-breasted. They are bound with velvet. The velvet cassques for visiting dress are profusely ornamented with lace, jet, and feathers. They are made with body and basque over looped-up tunic skirt. The gipsy bonnets are still very much worn. They fit so nicely to the head, without disarranging the coiffure, that they are likely to remain long in favour. Ball, dinner, and reception dresses are made excessively long and full in the skirt. The three front breadths are still worn gored to the figure, the remainder being in handsome plaits. The manteau de cour is most elegantly worn; it is either open from the sides of the waist or made with an apron-piece, rounded or square in front. Satin is very much worn for evening dress, either as a complete toilette or as a train over an underskirt of thinner material. Lace tunics over satin or even velvet dresses are very elegantly worn. This season's opera cloaks and sorties de bal are very elegant; they are generally made with sleeves, though the Burnous is too convenient a shape ever to go out of fashion. Flowers are not used with quite so reckless a profusion on ballcresses as they were last winter, and dresses are none the less elegant for this moderation. A small quantity of crinoline is absolutely necessary to support the dresses of the day. With heavy materials to sustain them; with tulle ballcresses and such light fabrics it is also required. Gloves are no longer worn with such an exaggerated number of buttons—three or four at the wrist are considered sufficient.

THE MAIL ROUTE HOME.

"M." WRITES from London to the "Friend of India":—

"For some weeks past we have been receiving the Indian mails by way of Brindisi—that is through Ostend, Brussels, Cologne, Munich, the Tyrolese Alps, Verona, Ancona and Brindisi, and that within the short period of twenty-one days from Bombay. This is now pronounced to be the shortest of European routes from London. The distance from our metropolis to Brindisi is 1,800 miles, and it is performed in 72 hours. The sea voyage from that port to Alexandria is only 72 hours. It is six days steaming from Marseilles to Alexandria, and the whole time occupied by rail from London to the French port is thus saved by the Brenner route. The mails have hitherto been conveyed from Brindisi to Alexandria by the Italian boats, but the P. and O. Company have now placed their steamers on that line. It is not, however, to be supposed that they will be able to maintain their monopoly. A steamer drawing 22 feet has just passed through the Canal, and there can be no doubt that an effort will be made by the Italian or some other company to run vessels in 18 days from Brindisi through the canal direct to Bombay, and for the same price which the P. and O. Company pay from Bombay to Suez. The Post-office has reduced the charge of letters through the Brindisi route from 16 pence to 12 pence. May its shadow never grow shorter."

DUMAS.

THE French correspondent of the "Indian Daily News" writes as follows of the author of "Monte Christo":—

"Alexandre Dumas died a few days ago at the house of his son, Alexandre Dumas, the younger, at Puyts, near Dieppe. He was a truly extraordinary man. In person he was a colossus; his features strongly betrayed the negro blood of which, by the mother's side, he came; and instead of hair on the top of his head, he had wool as thick as that of 'Uncle Ned' in his youthful days. His father, a man of noble family, and a distinguished soldier of the first French Republic, was General Davy-Dumas de la Pailleterie; his mother was an African negress with whom the General formed a *liaison* during his Egyptian campaign, and who went by the name of Dumotte. Alexandre Dumas, whose exceptional birth might not have been thought to promise literary distinction, must have had a very good education. At the age of 25, he produced a drama, *Henri Trois et sa Cour*, which took Paris by storm, and was an immense success. In the course of the forty years, during which, subsequently, he held a prominent place in the republic of letters, he published upwards of three hundred volumes. They were of very unequal merit, and the best of them provokes objections from a strait-laced critic. But few novels have ever given pleasure to so many readers as *Les Trois Mousquetaires*, *Vingt Ans Après*, and *Monte Christo*. I well remember, when I first came to Paris, reading *Monte Christo* in bed, and not being able to put the book down till the small hours. Dumas's capacity for work was so extraordinary that Michelet, in a moment of envious admiration, said he looked upon it as a separate and special force of nature. Though so wondrously prolific as a writer, Dumas was all his life a *bon vivant*, a man of pleasure, and seemed to have more leisure than anybody. At theatres, public and private dinners, balls and parties, his ruddy, laughing face, singularly like that of the full moon, was always remarkable for beaming good humour, and an utter absence of any care-worn expression. A good many years ago I sat next to Dumas and Madame Alboni at a supper, following a grand concert, at the house of Gudin, the painter—the beautiful Hotel Beaujon. I was amused to see the astounding quantity that both of them ate. Both, in their separate departments, great artists, they had such a *plantureuse nature*, such a vigorous *physique*, that to repair the waste of forces constantly given out, they required, and could easily dispose of an amount of nourishment which would kill ordinary mortals with indigestion. Dumas made a fortune several times over, but spent all he got, and died a pauper, and a pensioner on his son. Twenty years ago he lived in princely style at a chateau at St. Germain, to which he gave the name of Monte Christo after his most famous novel. He had then countless secretaries, and a carriage and pair of horses was always in waiting at his door, day and night, ready to carry off copy to his publishers in Paris. He was a thoroughly kind-hearted man, and did many generous actions. Great as were his failings in many respects, there is no immoral tendency in his books. The worst that can be said of them is that they carried the 'sensational' style to the verge of extravagance, and were not always written with that ease and finish which a truly great author owes to the public. I once heard Dumas say that he was not fit to hold a candle to his son. That paternal verdict will, I am very sure, not be echoed by posterity. Old Dumas was a genius; the young one is merely a smart writer."

ROCHEFORT ON THE EMPIRE.

M. HENRI ROCHEFORT has published the following preface to a new edition of his "Lanterne":—

"Before publishing in my own country, for which they were written, these pages which appeared abroad, where for more than a year, day by day, I kept a journal of our ignominy—a memorial of the iniquities of the Empire—I have to humiliate myself before the public, and to ask them to pardon me. All the most abject among the seven millions who voted "oui" on the plébiscite, have accused me of violence. I have re-read the proof copies of my pamphlet. I compare the horrors through which the Empire dragged us with their result, and I hardly know how to excuse myself for not having been more violent. These wretches ought to have been called neither intriguers, nor tricksters, nor robbers. I should have searched the albums of Japan to discover fitting tortures for them, and the dictionaries of necromancy to find imprecations against them. The Empire never was a government. The weary sitting of drunkards in the Tuileries never was a reign, though it lasted twenty years. 'No, scoundrel, never will you become historical,' said Victor Hugo. Nothing will remain of all these moral and political obscenities, except a species of pollution which will cling to our garments; a sediment of chemical precipitate; an amalgam of despotism and infamy. I have asked myself whether it was patriotic to place once more beneath the eyes of the nation the daily progress of the malady which so long undermined us. I decided that I ought to do so, because the world ought not to suppose that thirty-eight millions of human beings could have lived for twenty years with a bandage over their eyes. When in after-years the buccaneering expedition, which is now termed the Empire, is read, it will be said, 'What! the French supported burlesque for twenty-four hours! men called a serious allowed this pantaloon to attach to their breasts decorations of honour! What! when this wretched humbug pretended to start to put himself at the head of an army which he pretended was to free Italy, the people of Paris harnessed themselves to his carriage! Impossible.' When future generations refuse to believe that such things could have happened, it will be consoling for the historian to reply, 'They are true; read the Chatiments, read Napoléon le Petit, read La Lanterne, and you will see that even then public indignation escaped through the fingers of the police, and went to foreign lands to recruit soldiers for the real Empire. There were cowards, and there was "crusher" who despaired; but there were also others who watched for the propitious hour, and whose speeches and whose pens enlarged the hole through which at length issued the Republic. No one can suppose that I am seeking in this reissue an occasion to prove that I was in the right against the years of prison and the thousands of francs of fines, which so often proved that I was in the wrong. In reading my essay you will see that many of my prophecies have been accomplished. I do not pride myself on this. For a lower empire there were only three ways in which it could fall—1. By a military revolution. 2. By a popular insurrection. 3. By a foreign invasion. In prophesying all these I could not fail to be right. With his usual foresight Napoleon chose the last. It is the most cruel for us, but the best for him. He alone will not suffer by the siege. This third-rate actor was without the courage to play to the last his part of Louis XVI. on the verge of extravagance, and were not always written with that ease and finish which a truly great author owes to the public. I once heard Dumas say that he was not fit to hold a candle to his son. That paternal verdict will, I am very sure, not be echoed by posterity. Old Dumas was a genius; the young one is merely a smart writer."

THE "Glasgow Mail" says that Messrs. A. Stephen and Sons, of Linthouse, Glasgow, have contracted for the construction of three ironsteam ships of 1,700 tons each, to be fitted with all modern improvements as first-class vessels, for the United States Government.

THE following will was filed recently in the Surrogate's office at New York:—"Unto my beloved wife, ——: All my worldly goods I have in store I give my beloved wife and best forevermore; I give all truly; I no limit fix. This is my will, she my executrix."

A SINGULAR MARRIAGE.—At Ravenna, Ohio, the other day a remarkable marriage ceremony was performed. The bridegroom's name was Walter Pierce, and in a paper drawn up he had agreed to accord to the woman equal "rights, socially, religiously, and politically," with himself. In return, the lady said, "I take Walter Pierce, whom I now hold by the hand, and whom I intelligently, religiously, and spiritually love, to be my companion through life; and I agree not to usurp over or transcend him in any particular." Then they both said, "By this we utterly and premeditatedly, in your presence, we declare ourselves, religiously, philosophically, and scientifically married." And then the Mayor declared them married.

BANKS.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

BOMBAY BRANCH.

LONDON BANKERS.

BANK OF ENGLAND. | LONDON JOINT STOCK BANK.

MONEY REMITTED

At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and

On LONDON, On IRELAND,
" SCOTLAND, " PARIS,

And also on the principal Towns in the AUSTRALIAN COLONIES.

If desired, the Bank will send the Draft direct to the party whose address is given.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, but no interest will be allowed on balances of less than Rs. 1,000.

INTEREST ALLOWED ON FIXED DEPOSITS.

When fixed for 12 months ..... 5 per cent per annum.

All Letters should be addressed, and Hoondies made payable, to the Agent, Chartered Mercantile Bank.

COMPTOIR D'ESCOMPTE DE PARIS.—

(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1864.)

Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Amended Act of 1867.

Subscribed and Paid-up Capital £3,200,000
Reserve Fund 800,000

HEAD OFFICE—PARIS.

AGENCIES.

Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong, Saigon, Shanghai, and Yokohama.

LONDON BANKERS.

The Union Bank of London; Messrs. C. J. Hambro and Sons.

AGENTS IN SCOTLAND.—National Bank of Scotland.

AGENTS IN IRELAND.—{ The Munster Bank, Limited. { The Belfast Banking Company.

TERMS OF BUSINESS.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.

Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.

Investments and sales of all descriptions of British and Foreign Securities, &c., effected.

The Bank takes charge of Securities for customers, and receive Dividends on Indian and Foreign Funds, Railway and other Shares.

Every other description of Banking business transacted.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order." E. J. HARDCASTLE,
Manager.

14, Rampart Row, Bombay, 25th August 1869.

AGRA BANK (Limited).—

Capital—£1,000,000 (One Million Sterling).
In 100,000 Shares of £10 each.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

LONDON BANKERS.
The Bank of England
Messrs. GLYN & Co.
AND
The National Bank of Scotland.

Edinburgh Branch—17 St. Andrew Square.

BRANCHES IN INDIA AND CHINA.

Calcutta | Agra. | Kurrachee. | Shanghai.
Madras. | Bombay. | Lahore. | Hongkong.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months' sight at 1/10 5/8 per Rupee.

4 do. 1/10 1/2 "
3 do. 1/10 7/16 "
2 do. 1/10 3/8 "
1 do. 1/10 5/16 "
On demand 1/10 1/4 "
On Scotland 1/10 3/16 "
Circular Notes payable throughout Europe ..... 1/10 1/8 "

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.

INTEREST CHARGED.

On Loans on Government Paper and Railway Shares.
3 Months ..... 5 per cent. per annum.
" 1 to 2 " ..... 4 per cent. per annum.
" on other approved securities
3 Months ..... 6 per cent. per annum.

INTEREST.

On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.

On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per annl

Do. 6 do. 4
Do. 12 do. 5

The Bank takes charge of Government Paper and other Securities for constituents without charge.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank (Limited), or order.

Hours of business, 10 to 3; Saturday, 10 to 1.

EDWARD MORRISS, Manager.

Bombay, 18th November, 1870.

FOR SALE.

ON SALE, at the Godown of the undersigned, about FIFTY TONS of First-class HOOP IRON, 1¼in. wide, No. 18s gauge, for binding Cotton Bales.

GREAVES, COTTON, & Co.

6, Hummum Street.

ON COMMISSION SALE.—HORSES and CARRIAGES.—Terms per day: Charge, Horse Rs. 1; Commission charged on Carriages 5 per cent. No Rent charged for standing. Job Horses and Carriages TO LET for any period.

BLEES & Co., Girgaum.

FOR SALE on COMMISSION, at the